U.S. Department of Transportation
Federal Railroad Administration

Record of Decision:
NEC FUTURE
A Rail Investment Plan for the Northeast Corridor

Washington, D.C., to Boston, Massachusetts

July 2017

APPENDIX A
ATTACHMENT 3 – FEEDBACK RECEIVED ON THE TIER 1 FINAL EIS

Prepared by:

U.S. Department of Transportation
Federal Railroad Administration

For more information contact:

Rebecca Reyes-Alicea, Northeast Corridor Joint Program Advisor
Office of Railroad Policy and Development
One Bowling Green, Suite 429
New York, NY 10004

Waletzko, LeAnn

From: Anderson, Susan
Sent: Monday, December 19, 2016 7:00 AM
To: Waletzko, LeAnn
Cc: Siegel, Ruby
Subject: FW: Congrats on Completing NEC Future / New London-Groton Incentive

Hi LeAnn,

Rebecca sent us this today. This should be logged as feedback. Not sure how our memo addresses (or if it needs to) about emails, etc coming directly to RRA or via the mail. Let the feedback begin!

Susan Anderson, AICP
Environmental Manager

[redacted]

From: Reyes-Alicea, Rebecca (FRA) [mailto:Rebecca.Reyesalicea@dot.gov]
Sent: Monday, December 19, 2016 8:41 AM
To: Carol, David; Siegel, Ruby; Anderson, Susan; Lebeaux, Pamela
Cc: Castelli, Amishi (FRA); Blatnica, Rebecca (VOLPE)
Subject: FW: Congrats on Completing NEC Future / New London-Groton Incentive

Sent with Good (www.good.com)

From: Nicholas Caruso <[redacted]>
Sent: Monday, December 19, 2016 7:48:12 AM
To: Reyes-Alicea, Rebecca (FRA)
Subject: Congrats on Completing NEC Future / New London-Groton Incentive

Congratulations on completing the NEC Future initiative this month. It was wonderful to see the CT Shoreline route reaffirmed.

Now that the New London- Groton bypass was included within the preferred corridor, you can spotlight incentives during the 30-day waiting period that will make it more palpable. Trimming the bypass to New London- Westerly; maintaining New London's rail-ferry node, and avoiding any further conflict with Old Lyme are givens, but you can make the remaining bypass far more inviting by offering a key attraction

As mentioned prior, any new segment you propose in CT will lead to the old corridor being closed and any/all service being directed to the new segment. CT will not tolerate two lines, it barely tolerates one. The P&W Electric Boat Groton spur and New London State Pier rails will also need to connect into the new resilient bypass segment.

However, this scenario sets up a key opportunity. Large sections of the old passenger corridor in Groton-Stonington can become an amazing greenway network that ties together the urban hamlets along CT's historic coast, rivaling Poughkeepsie's extraordinary walkway network (see link)

https://walkway.org/

The greenway will be a trail-with-rail along the section where the P&W Groton spur aligns with the NEC and can either utilize the existing I-95 Gold Star Bridge ped link or a new Thames River rail bridge ped link. Westerly can buy into the greenway/bypass network or maintain its existing station as a spur. Either way, the project provides New London-Groton-Stonington with an attraction that incentivizes the bypass.

NEC FEIS Comments - RECORD #1 DETAIL

Status : [redacted]
Record Date : 12/19/2016
First Name : Brian
Last Name : Nealis
Stakeholder Comments/Issues :

Table 4-9 shows Baldwin between Crum Lynne and Eddystone.

Figure 4-7 and Appendix AA, Page 15 Map sheet 7 shows Bladwin between Eddystone and Chester

NEC FEIS Comments - RECORD #3 DETAIL

Status : [redacted]
Record Date : 12/19/2016
First Name :
Last Name : [redacted]
Stakeholder Comments/Issues :

You need a high speed rail connecting the AIRPORTS. Think about it, if weather causes delays the rail can be used instead.
Also, connecting JFK or Laguardia to Bradley and then Logan would permit the larger cities to connect. The route should follow 684 to 84 to Danbury then Waterbury, New Britain, Hartford and the airport. Then to Springfied up 91 to 90 across to Worcester and Boston Logan airport.
TELL ME WHY THIS WON'T WORK WITH A TRAIN GOING 200MPH.
I previously submitted my public comment officially but was ignored.
Sal Nucifora[redacted]

Sent from Yahoo Mail on Android

NEC FEIS Comments - RECORD #4 DETAIL

Status : [redacted]
Record Date : 12/19/2016
First Name : Robert
Last Name : Hale
Stakeholder Comments/Issues :

Dear NEC Future Preparers,

Overall, I am very pleased with the preferred alternative outlined in the NEC Future Tier 1 FEIS, with the exception of the New Haven-Providence segment. I see compelling reasons of capacity, travel time and constructibility why the preferred alternative should adapt DEIS Alternative 2 between New Haven and Providence. Section 4.4.2 of the FEIS states, "the FRA analysis demonstrated that the Alternative 1 infrastructure would not provide capacity sufficient to deliver the service levels proposed for the “grow” vision" between New Haven and Boston of 10 trains/hr. Section 4.5.4 of the FEIS states "Capacity for growth beyond 2040 is particularly important in the highly congested New Jersey/New York/Connecticut markets." The preferred alternative already programs improvements at the level of Alternative 2 or 3 in every other segment of the corridor. To do any less between New Haven and Providence would eventually create a bottleneck in this already-congested area. Furthermore, the preferred alternative includes additional elements between New Haven and Providence that add to its cost vis à vis the DEIS Alternative 1; the Old Saybrook-Kenyon new segment now includes a tunnel under Old Saybrook and Old Lyme, and the New Haven-Hartford segment is to be electrified and further upgraded beyond the scope of the NHHS Rail program. I would imagine that both of these factors narrow the cost gap between the Alternative 1 and Alternative 2 visions in the New Haven-Providence area. Moreover, the DEIS already identifies that the Alternative 2 alignment would save travel time over the Alternative 1 alignment in this area. The Alternative 2 alignment would also open up rail travel possibilities between the Hartford area and greater Providence and Boston that would still require circuitous routings under Alternative 1. Finally, I believe that the FEIS misses important constructibility advantages of the Alternative 2 alignment. My understanding is that Connecticut has landbanked a relatively straight right-of-way along this corridor (where it proposed constructing the I-384), and that it has relatively gentle terrain in contrast to the area immediately inland of the existing NEC. I believe that a further consideration of a Hartford-Providence segment is warranted before release of the selected alternative.

I respectfully request that a supplemental document detailing the alignment rationale for New Haven-Providence be prepared upon release of the selected

alternative irrespective of the final alignment decision. I commend the NEC Future team for a well reasoned, thorough analysis that generally strikes a good balance between benefits and costs. I look forward to continuing my involvement to help see this vision through to implementation in the decades to come.

Warm regards,

Robert Hale

NEC FEIS Comments - RECORD #5 DETAIL

Status : [redacted]
Record Date : 12/19/2016
First Name : Patricia
Last Name : Whisker
Stakeholder Comments/Issues :

The clarity of your plans is not good nor is the requirements for comments. Anyone who lives near Old Lyme or Old Saybrook would prefer the tracks to go a great deal north of these towns through areas less developed.
Patricia Whisker
Old Lyme
On Dec 16, 2016, at 3:09 PM, NEC FUTURE wrote:

> Thank you for your message to the NEC FUTURE team. The FRA will accept feedback on the Tier 1 Final EIS during a 30-day waiting period ending January 31, 2017. This is not a formal comment period and the FRA will not be responding to individual comments, however the FRA will consider feedback on the Preferred Alternative received during the waiting period.
>

NEC FEIS Comments - RECORD #6 DETAIL

Status : [redacted]
Record Date : 12/19/2016
First Name : Patricia
Last Name : Whisker
Stakeholder Comments/Issues :

All the information on the web site NECFUTURE is less specific than we would like. Can you tell me what are your plans for Old Saybrook, the Connecticut River and Old Lyme. The maps look as if you will be moving the tracks or laying new tracks quite a ways north of the current railroad. We had heard that you would be digging under the River and going through the historical areas of Old Lyme.

Can you send me more definite information.

Thank you,
Patricia Whisker
Old Lyme

NEC FEIS Comments - RECORD #7 DETAIL

Status : [redacted]
Record Date : 12/20/2016
First Name : Lorna
Last Name : P.
Stakeholder Comments/Issues :

Good Morning. I am writing as a citizen of Charlestown, Rhode Island to express my deep concerns and opposition to the proposed re-routing of the Amtrak train through our rural landscape. Years of dedication and attention have gone into preserving important open space and natural habitat in our town and surrounding areas. This land, specifically the Carter Preserve,has then been open for all to enjoy. I would hope that our elected officials would represent their constituents by firstly, educating all regarding this proposal and secondly, getting a true understanding of how the citizens of Charlestown feel about this federal government proposal. Is the benefit truly worth the destruction? Please, consider my opposition to this project and ensure that our voices are heard. I would like to know how else I can assist in making sure the citizens are informed and have the opportunity to express their thoughts. Lorna Millar Persson - 30 yr. resident of Charlestown.

NEC FEIS Comments - RECORD #8 DETAIL

Status : [redacted]
Record Date : 12/20/2016
First Name : Seth
Last Name : Dionne
Stakeholder Comments/Issues :

This proposed straightening of the rail is absurd. If this goes any further, you will have another "Standing Rock" in Rhode Island. We will fight this to the end.
Seth Dionne

[redacted]
Charlestown, RI 02813
[redacted]

NEC FEIS Comments - RECORD #9 DETAIL

Status : [redacted]
Record Date : 12/20/2016
First Name : Orianna Frenda
Last Name : Duncan
Stakeholder Comments/Issues :

To whom it may concern,
I hope this email finds you well. Unfortunately, it does not find me well. A rail line going through the state will have a shockingly negative impact on the environment, which had taken enough of a beating already. While Senator Reed was excited to hear of the rail line, he neglected the environmental impact such features have. Please, no thank you. There are other ways.
Best,
Orianna Duncan

NEC FEIS Comments - RECORD #10 DETAIL

Status : [redacted]
Record Date : 12/20/2016
First Name : Colleen
Last Name : Peterson
Stakeholder Comments/Issues :

To Whom it May Concern,

I recently read the plans for the "reroute" of the railroad tracks in Southern RI and I am very unhappy with what I am seeing. The new path would not only cut through preserves (and it's right there in the name - these areas are meant to be preserved), as well as neighborhoods I grew up in. What is going to happen to the people whose houses are "in the way"? Will they be bought out? What if they have had this house in their families name for 60+ years? What if no amount of money will make them move? Will they be forced out anyway? I don't find that to be fair at all.

In looking closely at the plans I see the new plan is to have the tracks go right through Columbia heights - this is an area of people with low incomes.. if they are displaced they may be forced to live somewhere more expensive and wind up homeless if they can not afford their new housing.

I don't think this is worth shaving off a couple minutes on the trains commute.

Thank you for your time,
Colleen Lucas

NEC FEIS Comments - RECORD #11 DETAIL

Status : [redacted]
Record Date : 12/20/2016
First Name : Bradley
Last Name : Baseler
Stakeholder Comments/Issues :

The proposal to go through the Great Swamp and other preservation areas just to save a couple of minutes is ludicrous. Please stop this project and rethink!!

NEC FEIS Comments - RECORD #12 DETAIL

Status : [redacted]
Record Date : 12/20/2016
First Name : Debra
Last Name : Coty
Stakeholder Comments/Issues :

The proposed changes to the rail system in Rhode Island is going to upset some of the most pristine places in Rhode Island. Please revise!! This is another example of lack of concern for the environment and the local people!!

--

"My idea of cleaning the house is sweeping the room with a glance" Dorothy Parker

Debra Coty, Development Associate
Graduate School of Oceanography
Narragansett Bay Campus Narragansett, RI 02882
[redacted]
[redacted]

NEC FEIS Comments - RECORD #13 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Robert
Last Name : Childress
Stakeholder Comments/Issues :

Sent from my iPhone
Is there nothing sacred in this country! Some people consider building pipe lines on Tribal lands (Dakota) and "improving" rail lines through nature preserves progress. I think it is deplorable to continue destroying the planet in the name of progress. Apparently progress is more important than protecting those sacred lands our forefathers had the wisdom to protect.

NEC FEIS Comments - RECORD #14 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Elizabeth
Last Name : Stevens
Stakeholder Comments/Issues :

To Whom it May Concern,

This plan is absolutely unnecessary and a waste of money. As someone who lives in Rhode Island and has Family outside of New York City, I regularly take the Northeast Corridor Line to get there, as it is an affordable and fast option. 45 minutes off of an already relatively short journey is not worth negatively impacting the native wildlife or the beauty of Burlingame and the other affected natural landscapes. This is an absolute waste of money on the federal and state level. The cost per minute ratio is not worth damaging the natural landscape, and the tickets are already high enough, and the $2 billion per year extra in operating costs would surely be passed on to customers and tax payers.

This plan is uncalled for and unnecessary.

Sincerely,

Elizabeth Stevens

NEC FEIS Comments - RECORD #15 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Ayla
Last Name : Fox
Stakeholder Comments/Issues :

To Whom it May Concern:

I strongly oppose the rail line changes that will cut through numerous wetlands, state, and privately protected lands. For the sake of cutting 45 min off a commute, you are indefinitely destroying the little wild lands we have left in this state – the smallest state. Do not be penny wise and dollar foolish.

By the time you complete the project, rail technology will likely have improved so that these changes wouldn't even have had to occur.

Please be smart and look at the bigger picture here, beyond it being a sexy "new project" and commuter time savings.

Respectfully,

Ayla Fox
Richmond, RI

NEC FEIS Comments - RECORD #16 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Kelly
Last Name : Bartnick
Stakeholder Comments/Issues :

Good evening,
I am writing to inquire as to how to best oppose you building a railroad LITERALLY through my house. The proposal is to build a railroad through nature conservancy for the convenience of people who chose to live where they do. I chose to live in a small, quiet town with the knowledge that I can expect a longer commute to the nearby cities. That's a CHOICE. To spend billions of dollars and destroy the natural surroundings, homes, and property values for mere convenience is appalling at best.

Thank You,
Kelly Bartnick

Sent from my iPhone

NEC FEIS Comments - RECORD #17 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Justin
Last Name : Mazzarese
Stakeholder Comments/Issues :

Dont tread on me.
---------- Forwarded message ----------
From: "Justin Mazzarese" [redacted]
Date: Dec 20, 2016 1:22 PM
Subject: The Town of Charlestown Needs an Opportunity to make Official Stance on RailRoad
To: <tom.gentz@charlestownri.org>, <george.tremblay@charlestownri.org>, <virginia.lee@charlestownri.org>, <denise.rhodes@charlestownri.org>, <bonnie.vanslyke@charlestownri.org>
Cc: <letters@providencejournal.com>, <chewitt@thewesterlysun.com>, <nbfusaro@thewesterlysun.com>, <dtranchida@thewesterlysun.com>

Good afternoon to all involved in the local diplomatic process,

I am writing this email for numerous reasons.

The first: As a scholar of American History (MA, Western Connecticut '10) I find it fairly unacceptable to have such a large project kept from the citizens of Charlestown for so long only to find its release the week of Christmas. The countdown is currently on for them to respond as they set to close down for the holidays. As mentioned before, I am a scholar of history and know that the timing of the release of information was no accident, especially with the dollar amount attached and impacts to natural reservations.

Second:
If the timing was not unacceptable enough, you are not even given the residents a chance to speak their minds on the proposed railroad which would alter natural landscapes and cost 100 billion dollars, yes, with a B (cost not the issue, rather following protocol and promoting democracy being the main issue). I checked your website and you will not host a meeting until January 17th when the date for citizens to respond is the 13th. How is this fair to the citizens? No platform to voice their opposition to a project that may literally go through their front yard?

Third:
The citizens deserve a chance to voice their opinion within the 30 days specified and the town needs to take on a stance of whether they want it or

not so it can be properly communicated with State Officials, yes, this needs to get to Providence. Fortunately we live in a Republic and that is why we voted you in - you are our voice to Providence which is why receiving the stance of the town is imperative. . Also, could this not of been a question on the last election we literally just had? That would of been a great opportunity to communicate to the citizens but instead the council chose to release the information the week of Christmas. Once again, given the dollar amount and potential impact to naturally preserved lands (some which include possible tribal land), I am not surprised.

Forth:
So with that said and all the information I just presented, there is only one question left. When would the town council of Charlestown be available to meet with its citizens to discuss the proposed railroad? I propose Friday, January 6th at 6pm so people have time to plan and will possibly be home from work. Does this date work for the Council? If not, please propose a time that works best for the council.

I have cc'ed members of the press in hopes they do their due diligence in reporting such a drastic proposition as well as the suppressing of information to the citizens of South County.

Sincerely,

Justin Mazzarese
Class of 2003, Chariho High School

NEC FEIS Comments - RECORD #18 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Kenneth
Last Name : Orabone
Stakeholder Comments/Issues :

To whom it may concern,

I became aware last night of the Federal Railroad Administration's plan for the Northeast Corridor and the implications this would have upon southern Rhode Island. I understand this is a 30-year multi-billion dollar project that potentially impacts many lives in many ways.

Of greatest concern is the fact that the Francis Carter Preserve does not appear on the environmental impact maps, specifically on page 42 of "Appendix A: Mapping Atlas" which shows the track through South County. When this map of the proposed new route is overlaid upon local maps, it appears the track would run through the heart of this preserve. If you are not aware of this preserve, it is an absolute jewel here in southern Rhode Island; 841 acres that joins several thousand acres of contiguous forest and contributes to an 11-mile corridor running from Ninigret Wildlife Refuge to the Carolina Management Area.

I guess, at the heart of it, is my concern that we have become a society solely focused on how quickly we can get from point A to point B, with little concern for everything else. Many have become completely disconnected from the world that surrounds us; solely focused on consumption, earnings, and time. My understanding of this project is that it would shave 45 minutes from the current trip between Boston and New York by straightening portions of the track over the next several decades. We are, in this country, obsessed with 'saving' time, but at what cost?

There are other potential impacts caused by the proposed changes; including possible disruption of historical properties in the area, filling in of wetland habitats, the immense cost of the project, etc.

I settled in Richmond, just up the street from the Francis Carter Preserve, specifically due to the rural and historical nature of this area. The abundance of wild places was a primary factor. To destroy portions of this

beauty and wild habitat in order to shave time from the train route is an unacceptable cost.

Yours sincerely,

Ken Orabone
[redacted]
Carolina, RI, 02812
[redacted]

NEC FEIS Comments - RECORD #19 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Roberta
Last Name : McCormick
Stakeholder Comments/Issues :

As a resident of Rhode Island I am thoroughly opposed to your plan to straighten the rail line. This is a total waste of money. The impacts are not acceptable.

Roberta McCormick
[redacted]
Block Island, Rhode Island 02807
Sent from my iPhone

NEC FEIS Comments - RECORD #20 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Pauline
Last Name : Rzewuski
Stakeholder Comments/Issues :

NO, No, No, No,No. As a homeowner in Charlestown, RI , I will be directly impacted by your proposed rail line relocation. I would like to know why we in the state of Rhode Island and specifically in the town of Charlestown were not informed of this plan until two days ago. There must surely be something wrong here to leave a whole town in the dark until the last minute. There is no one here who wants this.

Sent from my iPad

NEC FEIS Comments - RECORD #21 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Carol
Last Name : J Craig
Stakeholder Comments/Issues :

Good evening,

I a, writing in opposition of the proposed straightening of the current railway system in Charlestown, Rhode Island. The extensive re-routing necessary to accomplish this would disrupt too many wildlife preserves and would require filling in of important wetlands, not to mention it transects private pieces of land that should be left alone.

I wish to go down on record as opposed to this expensive project which, as a taxpayer, do not want to pay for.

Thank you,
Carol J Craig

Sent from my iPad

NEC FEIS Comments - RECORD #22 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Peter
Last Name : St. Laurent
Stakeholder Comments/Issues :

Nec. future, U.S. Dot FederL Railroad Administration
I am writing to voice opposition to the proposed rerouting of the railroad in Charlestown R.I This expensive proposal would decimate protected wetlands, protected conservation areas,,cross a "blue dot trail" and impinge on Native American land and Burlingame state land. This is not supported by the town of Charlestown and I will work hard with our planning commission to fight this plan. This area is considered a state treasure by the citizens of Rhode Island and there must be a more conservative approach to be considerd. I have always supported the railroad in the past. Please take this into consideration in any final decision in this matter. Sincerely Sarah St. Laurent [redacted] Charlestown R.I. 02813

NEC FEIS Comments - RECORD #23 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name :
Last Name : Jeanne
Stakeholder Comments/Issues :

"They paved paradise and put up a parking lot."
The short sightedness of the FRA is just mind blowing. Time to hit the drawing boards again, never will this be allowed in RI. Shame on our disappointing Senator Reed.

Jeanne Silva
Charlestown, RI

Sent from my iPhone

NEC FEIS Comments - RECORD #24 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name : Diane
Last Name : Cece
Stakeholder Comments/Issues :

Can you please email me the link to see a detailed map of the proposed high-speed rail line for Norwalk CT/

dc²

NEC FEIS Comments - RECORD #25 DETAIL

Status : [redacted]
Record Date : 12/21/2016
First Name :
Last Name : Lisa
Stakeholder Comments/Issues :

Please note me as being opposed to this change !

Thank you for putting the date of reservation in the subject line of ALL emails.

Lisa Brown

[redacted]

[redacted]

[redacted]

Charlestown, RI 02813

[redacted] weekday mornings

[redacted] fax

Email anytime

NEC FEIS Comments - RECORD #27 DETAIL

Status : [redacted]
Record Date : 12/22/2016
First Name : Blake
Last Name : Lamothe
Stakeholder Comments/Issues :

This station sits in a union of railroads in the northeast.
It's on the national register of historical places. It also encumbers a acre and a half of reknowend Fredrick lawolamstead park.
This station once served connections north south east and
West. I'm very concerned about its future and its historical
Significance. One of its Canopies was chopped down to address and under cut. To allow double stacks to go under the south Main Street bridge. They removed the canopy
Only to install drainage line . Which they ended up installing in the original drain line which was in the ground.
With a little more research the canopy never would of had to come down to install drainage.
I have installed all new footing and bell footings in this area
Along the side where the original canopy was. It's crucial
That the canopy be reinstalled to protect the building from the elements,and it's visual impact to the community. This
Building was once on the list of one of the eleven most endangered properties in Massachusetts. I need your help
And support to save on of new England's most treasured
And collaborated works of architectural treasures of HH Richardson and Fredric law Olmstead. For transportation of
Passengers in the commonwealth and beyond.
Please submit this information to mass historical commission,the great American station foundation.
And members in congress. And state representatives.
In Massachusetts. I will be sending plans and platform designs.
If you could please send me information relative in the NEC
Future plan and the role that mass historical commission
Is taking.
Sincerely
Blake Lamothe
Sent from my iPhone

NEC FEIS Comments - RECORD #29 DETAIL

Status : [redacted]
Record Date : 12/22/2016
First Name : Katy
Last Name : Klarnet
Stakeholder Comments/Issues :

To the U.S. DOT Federal Rail Administration:

The Tier 1 Final EIS for the NEC future fails to address virtually any of the concerns expressed by the affected communities over the course of the public comment period. Moreover, as with earlier documents released by the FRA, it was published in such a way as to minimize the attention and consequently the response of these communities, which are united in their rational opposition to this irrational and reckless plan. Promised for late summer, the report was delayed until just before the Christmas holiday, on the assumption that the thousands of people who wrote in opposition to the proposed plan would be distracted and less likely to maintain their opposition.

That strategy has not worked.

As a *first* step in what will be a vehement, coordinated, well-publicized campaign to oppose your "Preferred Alternative", I hereby request that the 30 day waiting period for review and feedback regarding the Final EIS be extended to 60 days.

While you are extending it, perhaps you will consider whether your agency really wants to proceed with a plan that will expose it to the public's outrage over an undemocratic, deceitful process; a bloated multi-billion dollar expense; and a devastating environmental and cultural impact. All with the stated intention "to upgrade aging infrastructure and to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger-rail service...while promoting environmental sustainability and continued economic growth" for which we know there are several dramatically better and far less expensive alternatives.

Thank you.

Katy Klarnet
Old Lyme, CT

NEC FEIS Comments - RECORD #34 DETAIL

Status : [redacted]
Record Date : 12/22/2016
First Name : Stephen
Last Name : Ciambrone
Stakeholder Comments/Issues :

Senator Reed cannot have done this single handedly. There are others that had to have a part in it. The project will never ever be as easy as they propose. There will be delays, work order changes, and the like. Causing the project to take twice the amount of time as they say it will. It should be stopped in it tracks (pun intended) I can comment on this rail system because my property bordered the 3RD rail improvement in Warwick. RI DOT and others proposed that it would take 3 years to complete the work. It took more than 10! Used my land, took some of my land illegally, and damaged my building and parking lot. The 3rd rail project, and all the money thrown at it included a improved rail system for a container port we do not have in Quonset R.I. Not yet anyway! This may sound outlandish, but a Mono Rail system that follows alongside, or in between Route 95 is long overdue. The land there is already claimed by the government, and the technology has been here for a while. In my belief, a great infrastructure project to catch up to the rest of the developed countries in the world. Walt Disney would be proud!

NEC FEIS Comments - RECORD #35 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Business
Last Name : Asia Corp.
Stakeholder Comments/Issues :

Please remove the Old Saybrook, CT to Kenyon, RI bypass segment from this plan. This bypass would inflict both environmental and economic devastation upon many small Connecticut and Rhode Island towns. I urge that the FRA support upgrading the existing infrastructure to improve safety and to support higher speed travel.

NEC FEIS Comments - RECORD #36 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Jessica
Last Name : Avizinis
Stakeholder Comments/Issues :

To Whom it May Concern,

I am writing to express my opposition to the rail project proposal that would straighten the route through Charlestown, RI. I am a land owner in the area and longtime nearby resident. The proposed route would severely damage protected land and important habitat. The wetland filling would make surrounding lands subject to flooding and damage. The historic land implicated would be ruined and potentially land owned by local Narragansett Tribe members would be in jeopardy. The investment into improving the existing system would make much more sense than a new proposed route and cause a lot less damage. Please reconsider this alternate route and instead consider investing in the existing infrastructure.

Thank you,

Jessica

NEC FEIS Comments - RECORD #37 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Andrea
Last Name : Wolfe
Stakeholder Comments/Issues :

Please remove the Old Saybrook, CT to Kenyon, RI bypass segment from this plan. This bypass would inflict both environmental and economic devastation upon many small Connecticut and Rhode Island towns. I urge that the FRA support upgrading the existing infrastructure to improve safety and to support higher speed travel.

NEC FEIS Comments - RECORD #38 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Renni
Last Name : Ridgeway-Korsmeyer
Stakeholder Comments/Issues :

Dear NEC Future & FRA:

We are writing to express strong opposition to the proposed Old Saybrook-Kenyon new segment. The proposed new segment would be a high cost project that would be extremely disruptive to the communities it passes through and moreover would yield minimal benefit to rail service along the NEC.

The construction of a new bridge or tunnel crossing the Connecticut River between Old Saybrook and Old Lyme would be devastating to both the community and the natural environment. In addition to the impact to the ecosystem of the estuary, the historic heart of Old Lyme would be virtually destroyed. Similar concerns exist at other points along the proposed route. The proposal is non-viable, considering the exorbitant cost and small benefit promised.

The communities affected by the proposal have been outraged by the lack of transparency during the development of the plans. This outrage has been compounded by the short timeline provided during the holiday season for comment. In order to allow for a thoughtful response from the affected communities, we demand that the comment period be extended by 60 days.

We agree with the need to upgrade our nation’s railroads, but the effort requires a more comprehensive approach that implements cost-effective upgrades that actually yield significant benefits to both railroad operations and passenger experience. The “Preferred Alternative” described in the Tier 1 Final EIS does not meet these criteria. We strongly urge the FRA not to follow this path.

Sincerely,

Renni & Richard Korsmeyer

NEC FEIS Comments - RECORD #39 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Beth
Last Name : Richardson
Stakeholder Comments/Issues :

Dear Sir or Madam,
We here in Charlestown, RI, are just hearing about the proposed route for straightening the Amtrak line from Boston to New York. We here in Charlestown, RI, were not made aware of the initial existence of a draft EIS when there was time to comment. This was a gross omission. This proposed reroute would go through many conservation areas here in Charlestown, not to mention through family farms and people's homes and properties. This is a reroute is a really bad idea and a bad use of taxpayer's money. It would be a better use of taxpayer's money to fix the rail lines, bridges, etc. of the existing route.
Sincerely,
Elizabeth Richardson
[redacted]
Charlestown,RI 02813

NEC FEIS Comments - RECORD #40 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Anna
Last Name : Jackson
Stakeholder Comments/Issues :

What properties in Charlestown, will be affected by this railroad????

----- Forwarded Message -----
From: Town of Charlestown [redacted]
To: [redacted]
Sent: Thursday, December 22, 2016 3:01 PM
Subject: Federal Railroad Administration on their NEC Tier 1 EIS

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Charlestown Town Hall |

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| North East Corridor (NEC)

Tier 1 Final Environmental Impact Statement (EIS) The Town Council has recently received notice from the Federal Railroad Administration (FRA) on their North East Corridor (NEC) Tier 1 Final Environmental Impact Statement (EIS). The EIS proposes changes to the current rail route from Boston MA to Washington DC. A portion of that route affects property owners within the Town of Charlestown. The FRA will be accepting

comments on the report until January 31, 2017. In anticipation of filing formal comments, the Town Council will be holding a public meeting:Tuesday, January 10, 2017 - 7:00 pmCharlestown Elementary School Cafeteria363 Carolina Back RoadAt the meeting, the Town Council will take comments from the public as part of their formal response to the FRA. The Town has also alerted U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse, U.S. Representative James Langevin, Governor Gina Raimondo, State Senator Dennis Algiere, State Senator Elaine Morgan and State Representative Blake Filippi of this report and requested their assistance with any concerns the Council and residents of Charlestown may have with this proposal.The NEC Tier 1 EIS is available for viewing at the Town's website http://www.charlestownri.org/ Click here under Amtrak or directly at http://www.necfuture.com/tier1_eis/feis/ Click here. The Town Council would appreciate you taking the time to attend the meeting and expressing your concerns. Written copies of your comments would be very helpful and will be included in the record. If you are not available for the meeting, please consider sending your comments directly to U.S. DOT Federal Railroad Administration, One Bowling Green, Suite 429, New York, NY 10004 or by email at info@necfuture.com Click here. To submit comments to the Charlestown Town Council please email at Amtrak-Comments@charlestownri.org or write care of the Administrator's Office, Town Hall, 4540 South County Trail.

| Charlestown, RI 02813 |

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NEC FEIS Comments - RECORD #41 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Michelle
Last Name : DiCesare
Stakeholder Comments/Issues :

Dear Sir/Madame: The public would be better served if Amtrack's present infrastructure was properly maintained and the cars cleaned. Running on time and with less expensive fares are a goal Amtrack should strive for. They would have more ridership and one would hope more revenue. I ride Amtrack a couple times a year to go to Newark airport. It is usually late. On my return trip if I miss the train (due to air delays) I am charged even more to get on the next train. When I am in Europe the trains are clean and on time in some places you buy your ticket based on a block of time in which to ride the train. Many people use this mode of transportation because it is cost effective and efficient. Stop wasting our money and use some common sense about keeping up with basic upkeep of the infrastructure and rail cars, making sure the crossing are safe, the train is on time and at a better price to increase ridership.

Sincerely,
Michelle DiCesare

Sent from my iPad

NEC FEIS Comments - RECORD #42 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Mike
Last Name : Meinz [redacted]
Stakeholder Comments/Issues :

The Old Saybrook, CT to Kenyon, RI bypass must be removed from consideration. The economic and environmental devastation that this plan would inflict on small Connecticut and Rhode Island towns is untenable. It would be far more cost effective to upgrade the quality and safety of the existing rail line.

NEC FEIS Comments - RECORD #43 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : David
Last Name : Hoffman
Stakeholder Comments/Issues :

As an Honorary Trustee of the Florence Griswold Museum, a third generation Old Lyme property owner, and an ecotoxicologist who has dealt with natural resources damage assessment, I urgently request an extension of the current 30-day waiting period for the NEC Future Final Environmental Impact Statement by 60 days. I also wish to voice my vigorous opposition to the proposed bypass through Old Lyme and the region. This would be devastating to historical Old Lyme and its art centers, to other communities, and to the Connecticut River/ Lieutenant River estuary.

David J Hoffman, PhD

Old Lyme, CT and Bivalve, MD

NEC FEIS Comments - RECORD #44 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Chris
Last Name : Morth
Stakeholder Comments/Issues :

To those involved with the NEC Future project,

As a taxpayer, homeowner and parent in Mystic, CT, I'm wholly opposed to the "preferred" plan set forth currently. Even if your plans didn't include running a railroad line right through the home and property that I've loved for years and begun raising my young children in (which it does), I would still oppose this plan wholeheartedly. Running an addition railway line through populated, shoreline communities is just another sign that many of the decision makers in this country care little for the people who live outside the metropolitan areas. This railway line provides a marginal benefit to a few with great costs to all (and the destruction of a way of life to thousands). I will fight this project tooth and nail until it's buried six feet under or a practical, affordable solution is devised to make use of existing railway lines.

Christopher Morth

NEC FEIS Comments - RECORD #45 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Sandra
Last Name : Y. Rueb
Stakeholder Comments/Issues :

Please extend the comment period to 60 days in view of the holidays which will hinder many from writing about their disapproval of the plan. We simply need more time. One might infer that the short time frame for comments was done expressly to discourage people from writing to express their points of view of the proposed railway plan.

Many thanks,

Bill and Sandra Rueb

Sandra Y. Rueb

William G. Rueb

[redacted]

Old Lyme, CT 06371

[redacted]

[redacted]

NEC FEIS Comments - RECORD #46 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Elsie
Last Name : Fulks
Stakeholder Comments/Issues :

Please remove the Old Saybrook, CT to Kenyon, RI bypass segment from this plan. This bypass would inflict both environmental and economic devastation upon many small Connecticut and Rhode Island towns. I urge that the FRA support upgrading the existing infrastructure to improve safety and to support higher speed travel.

NEC FEIS Comments - RECORD #47 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Jim
Last Name : Ward
Stakeholder Comments/Issues :

Please extend the comment period to 60 days. Releasing this during the Holiday time period doesn't allow adequate time for comments.
Thanks
Jim Ward
[redacted]
Old Lyme

NEC FEIS Comments - RECORD #48 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Peter
Last Name : Eio
Stakeholder Comments/Issues :

Dear Sirs,

We are residents of Old Lyme and have followed the recent developments relating to the NEC proposal outlined in the FRA Tier 1 Final EIS with increasing alarm. The proposal as outlined would cause irreparable damage to the town of Old Lyme, it's culturally significant historical heritage and the environmentally unique Connecticut River estuary which ranks as one of the finest unspoiled heritage sites in the North East.

We are particularly concerned at the process pursued by the NEC in developing its proposal which seems to have ridden roughshod over local opinion and conducted with inadequate opportunity to voice important community concerns (The closest public hearings were conducted at various locations all of which were more than 30 miles from Old Lyme).

We urge that the 30 day waiting period for review and feedback on the Tier 1 EIS be extended to 60 days to permit the town of Old Lyme and the other shoreline communities impacted by the study to consider alternative proposals. The vast majority of the local population support the intention of providing improved rail services and we believe that this objective can be achieved by upgrading the existing infrastructure without destroying our unique and precious historical heritage and pristine natural environment.

Sincerely,

Peter and Jennifer Eio

NEC FEIS Comments - RECORD #49 DETAIL

Status : [redacted]
Record Date : 12/23/2016
First Name : Blake
Last Name : Lamothe
Stakeholder Comments/Issues :

What is the preferred alternative. And how are you classifying the preferred alternative. In relation to that Meaning I would appreciate
A definition.
Thanks
Blake

Sent from my iPhone

> On Dec 22, 2016, at 8:08 AM, NEC FUTURE <info@necfuture.com> wrote:
>
> Thank you for your message to the NEC FUTURE team. The FRA will accept feedback on the Tier 1 Final EIS during a 30-day waiting period ending January 31, 2017. This is not a formal comment period and the FRA will not be responding to individual comments, however the FRA will consider feedback on the Preferred Alternative received during the waiting period.
>

NEC FEIS Comments - RECORD #50 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Charlene
Last Name : Ingham
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 22, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Charlene Ingham

[redacted], Charlestown, RI 02813

NEC FEIS Comments - RECORD #52 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Evan
Last Name : Griswold
Stakeholder Comments/Issues :

I respectfully request that the comment period on the final EIS for the Northeast Corridor be extended by 60 days to allow a fuller and more thoughtful response. Thank you.

Evan S. Griswold
Coldwell Banker Residential Brokerage
Old Lyme Marketplace, PO Box 509
Old Lyme, Connecticut 06371
860-434-8600 ext.158(office)
860-395-4420(mobile)
http://www.ColdwellBankerPreviews.com
http://evan.griswold@cbmoves.com
Licensed in Connecticut

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NEC FEIS Comments - RECORD #53 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Ned
Last Name : Farman
Stakeholder Comments/Issues :

As a citizen of Old Lyme I request an extension of the public comment period to 60 days.

NEC FEIS Comments - RECORD #54 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Ann
Last Name : Brubaker
Stakeholder Comments/Issues :

As an Old Lyme resident and supporter of preservation of the Connecticut River estuary, I STRONGLY OPPOSE the proposed Old Saybrook-Kenyon RI bypass. The current proposal to put a tunnel under the Connecticut River is ill conceived to begin with and the full impact of this new iteration has not been studied. Immense damage to the area economy, especially Old Lyme and to the ecology of the Connecticut River estuary seems inevitable under this proposal. It is NOT supported by state, and local governments or by area residents.

Ann Brubaker
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #55 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Christy
Last Name : Laurence
Stakeholder Comments/Issues :

I am opposed to this tunnel. I think it is a huge waste of taxpayers money. The new route would not save that much time. Perhaps we should upgrade existing tracks? Christy Laurence, [redacted], Old Lyme CT, [redacted]

Sent from my iPhone

NEC FEIS Comments - RECORD #56 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Jessica
Last Name : Lynn
Stakeholder Comments/Issues :

I think this is a horrible idea, the cost is way too high to both the environment and historic communities along this route.

Announcing this around the holidays when people are busy and distracted was a real dick move too.

DON'T DO IT

Merry Christmas
Jessica

NEC FEIS Comments - RECORD #57 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

To Whom is may concern,

I am requesting a 60 day extension to the comment period for the proposed rail project that is coming through Southern part of Connecticut.

Thank you for your consideration.

Warm regards,

Cyndi Miller Aird
[redacted]
Old Lyme, CT

NEC FEIS Comments - RECORD #58 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Russ
Last Name : Todd
Stakeholder Comments/Issues :

Dear Administrator Feinberg:

Having received the Tier 1 planning document for the Northeast Corridor (NEC) just a few days before the end-of-year holidays with notification that responses and comments to the document and the associated impacts on the entire Connecticut shoreline fall within a 30-day waiting period, I would ask you to extend the waiting period deadline to 60-days at a minimum.

In weighing this request, I would further ask that you take into consideration that new route alignments presented in the Tier 1 planning document run through historic towns and sensitive natural environments that have been preserved by generations of caring citizen for over 350-years. Generations of citizens dating back to the first settlers of this continent, long before there was an FRA, State of Connecticut or even the United States of America. Multiple generations of average citizens and their leaders have expended significant energy, resources and time to protect for future generations the history, natural environments and beauty of the Connecticut shoreline. To rush such an important planning process now, would not only send a message of lack of care and consideration to the thousands of Connecticut citizens who have already expressed substantial and valid concerns about the NEC Future Plan, but would also callously compress the time available to fully consider the core values of stewardship for the natural environments and historic places that generations before have passed down to us and that the current Citizens of Connecticut endeavor to preserve for future generations.

Surely an extra 30-days is a reasonable request.

Happy Holidays!
Russ Todd

NEC FEIS Comments - RECORD #59 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Penny
Last Name : Smyth
Stakeholder Comments/Issues :

First and foremost, I am writing to request that the comment period for the NEC Future plan affecting Old Lyme be extended from 30 days to 60 days. Nice try to announce this during the holidays.

Secondly, I wish to express my opposition to the FRA's plan to run a high speed bypass between Old Saybrook and Old Lyme. The effects would be devastating on many levels.

Lets invest in the infrastructure that we have.

Penny Smyth
[redacted]
Lyme, CT 06371
[redacted]

NEC FEIS Comments - RECORD #60 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : FRANCES
Stakeholder Comments/Issues :

Thank you!

Fran Lo

[redacted]
Old Lyme CT 06371

NEC FEIS Comments - RECORD #61 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Alix
Last Name : Van Rees
Stakeholder Comments/Issues :

U.S. Senator Blumenthal is again serving his country very vigorously in objecting to the idea of a high speed rail train racing through our countryside.

Where in the world does the Federal Railroad Administration get the idea that such a disruptive and dangerous thing could be “helpful”? I’m sure it would bring lots of dollars to the F.R.A. but why is that more important than the comfort and peace of the land? Isn’t the primary purpose of the F.R.A. supposed to be to serve the country, not themselves?
I’m heartily tired of hearing about the “Powers That Be” arranging more and more juicy developments for themselves that are not necessary for the public, whom they are supposed to serve.
A.V.R. Mystic, CT

NEC FEIS Comments - RECORD #62 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Peter
Last Name : Eio
Stakeholder Comments/Issues :

[-]--------- Forwarded message ----------
From: Peter Eio [redacted]
Date: Fri, Dec 23, 2016 at 2:13 PM
Subject: Fwd: FRA-NEC Future: Tier 1 Final EIS
To: [redacted]

Sent from my iPad

Begin forwarded message:

From: Peter Eio <[redacted]
Date: December 22, 2016 at 6:40:56 PM EST
To: comment@necfuture.com
Subject: *FRA-NEC Future: Tier 1 Final EIS*

Dear Sirs,

We are residents of Old Lyme and have followed the recent developments relating to the NEC proposal outlined in the FRA Tier 1 Final EIS with increasing alarm. The proposal as outlined would cause irreparable damage to the town of Old Lyme, it's culturally significant historical heritage and the environmentally unique Connecticut River estuary which ranks as one of the finest unspoiled heritage sites in the North East.

We are particularly concerned at the process pursued by the NEC in developing its proposal which seems to have ridden roughshod over local opinion and conducted with inadequate opportunity to voice important community concerns (The closest public hearings were conducted at various locations all of which were more than 30 miles from Old Lyme).

We urge that the 30 day waiting period for review and feedback on the Tier 1 EIS be extended to 60 days to permit the town of Old Lyme and the other shoreline communities impacted by the study to consider alternative proposals. The vast majority of the local population support the intention of providing improved rail services and we believe that this objective can

be achieved by upgrading the existing infrastructure without destroying our unique and precious historical heritage and pristine natural environment.

Sincerely,

Peter and Jennifer Eio

NEC FEIS Comments - RECORD #63 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Jane
Last Name : Critchett
Stakeholder Comments/Issues :

To Whom it may concern,
I am opposed to a tunnel as well as the original plan
Proposed! My reasons remain the same: you would be ruining an area that is unique to CT and brings many guests from all over the East Coast and the world! As a docent for 20 years at the Florence Griswold Museum in Old Lyme And a watercolor artist I know how much this area has to offer. Once the only river whose mouth is unspoiled is gone
It will be gone!
What a grave mistake the RR would be making with this new plan for a tunnel as well!!! Please reconsider!
Sincerely yours,

Jane Critchett
[redacted]
Lyme,CT 06371

NEC FEIS Comments - RECORD #64 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Ed
Last Name : Sauers
Stakeholder Comments/Issues :

To whom it may concern,

As a longtime resident of Stonington, CT I am very much concerned about the proposed by-pass route thru Old Lyme and Stonington. I am in favor of expanding the use of high-speed rail on the NE Corridor but I think the proposal as set forth is ill advised. There are major issues on the existing right of way for the NE Corridor that need to be fixed first. One such issue are the two unsafe at grade rail crossings in Stonington. My feeling is that Amtrak/FRA should fix what you have first and get the system in good running order.then look at the future needs. Right now the system does not run well and is unreliable. As a patron, I expect the trains to leave on time, arrive on time and to do so at a reasonable amount of time. What good is future high speed rail if you cannot demonstrate current reliability first?

Thank you,

Edward S Sauers

[redacted]

Stonington, CT 06378

NEC FEIS Comments - RECORD #65 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : John
Last Name : Noyes
Stakeholder Comments/Issues :

I respectfully request a 60-day extension in the comment period on the decision to continue to include Alternative 1 in the plans for the future of railway lines in the northeast. On first glance, the decision has failed to take into account numerous severe impacts on the environmental, historic, cultural, and business interests in eastern Connecticut. However, since this was released in the midst of the holiday season, more time is needed to study the decision. Please extend the comment period for an additional 60 days.
Sincerely,
John Noyes
Old Lyme, CT

NEC FEIS Comments - RECORD #66 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Donald
Last Name : and Sharon Cundy
Stakeholder Comments/Issues :

blockquote, [redacted]margin-left: 0 !important; border-left:1px #715FFA solid !important; padding-left:1ex !important; background-color:white !important; } Please extend to 60 days so I can review the proposal and get my comments on the record.
Don Cundu

Sent from Yahoo Mail for iPad

NEC FEIS Comments - RECORD #67 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sirs

We are writing to urge you to cancel any plans you have to put a high speed rail bypass through the center of Old Lyme and Old Saybrook, CT. It does not make any sense to destroy historic areas of these towns for a rail road! Use the current rails or some other area where there are not homes or historic places. Greed for profit should not rule the day!

Gloria M Pontious
Don J Pontious
[redacted]

NEC FEIS Comments - RECORD #68 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Jennifer
Last Name : Roberts
Stakeholder Comments/Issues :

I oppose the proposed remapping of the rail line through southeast Connecticut. These are historic towns and tourist attractions that support the town that will be affected. The towns and the state should be heard and have a voice in the redrawing of the rail line.

Jennifer Roberts, Mystic CT

NEC FEIS Comments - RECORD #69 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Daniel
Last Name : Mackay
Stakeholder Comments/Issues :

December 21, 2016

Sarah Feinberg, Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Feinberg:

The Connecticut Trust for Historic Preservation and SECoast, our regional partner on high-speed rail planning issues, are writing to ask for your assistance to extend the current 30-day waiting period for the NEC Future Final Environmental Impact Statement by 60 days. Given the enormous size of the planning document, its release just one week before end-of-year holidays and the extreme concern for the preferred alternative route now expressed in communities throughout coastal Connecticut (and additionally Rhode Island) we believe there is a strong argument that such an extension is in the public interest.

The current deadline of January 31, 2017 marks the end of the Tier 1 planning process for the Northeast Corridor (NEC), an early but critical step in the overall implementation of a master plan for the corridor. Finalization of this document will commit the plan to a single corridor through Connecticut rather than from the three corridors under study in the DEIS. Finalization of this document will replace the corridor's current master plan (which dates to 1978) for rail travel and investment along the Northeast Corridor with a new Programmatic Environmental Impact Statement (P-EIS) with a 25-year horizon of 2040.

The Trust and SECoast want to underscore that we have a once-in-a-generation opportunity to get this right. Both the public and the NEC Future plan deserve the benefit of a thorough final public review and opportunity to comment. We believe an extended comment period would also offer the best opportunity to avoid unnecessary legal action by providing the Federal Railroad Administration an opportunity to correct evident errors in the planning process and resulting NEC Future plan.

Such an extension is both a commonsense and commonplace. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, most recently missing an intended late summer/early fall release date of the Preferred Alternative and FEIS documentation. Surely, the people of Connecticut deserve an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
We hope that you recognize that our continued engagement in the NEC Future project in Connecticut is in support of development of efficient and effective rail travel in a manner that recognizes and respects the unique historical, cultural and environmental attributes of Connecticut communities as well as others in the Northeast

Corridor.

Sincerely,

Daniel Mackay
Executive Director
Connecticut Trust for Historic Preservation
475-355-5351
dmackay@cttrust.org

cc: Senator Richard Blumenthal
Senator Chris Murphy
Representative Joe Courtney
Representative Rosa DeLauro
Representative Jim Himes
Representative John Larson
Representative Elizabeth Esty
Governor Dannel Malloy
Commissioner James P. Redeker

NEC FEIS Comments - RECORD #70 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear FRA-NEC Future: Tier 1 Final EIS:

As a resident of the historic district of Old Lyme, CT, I am writing to request that you extend the current 30 day comment review waiting period from 30 days ending on January 31, 2017 to 60 days ending on February 28, 2017.

This request will provide necessary public review and feedback on the Preferred Alternative and the contents of the Tier 1 Final EIS of this ill conceived, multi-billion dollar new railroad tracks which will destroy the cultural, environment, small business, and landmark history of Old Lyme where I reside.

Please fix the existing railway tracks, bridges, and crossings in shoreline CT

Thank you for your immediate attention to this request for a 60 day extension.

Bob and Jeanne Potter
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #71 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Lisa
Last Name : Smigel
Stakeholder Comments/Issues :

Please remove the Old Saybrook, CT to Kenyon, RI bypass segment from the NEC Future plan. This bypass would inflict both environmental and economic devastation upon many small Connecticut and Rhode Island towns. I urge that the FRA support upgrading the existing infrastructure to improve safety and to support higher speed travel. Also, I request a 60-day extension of the public comment deadline.

Lisa Smigel

NEC FEIS Comments - RECORD #72 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : ron
Last Name : breault
Stakeholder Comments/Issues :

Hi

I am responding to your request for feedback on the proposed high speed rail project from Old Saybrook to and thru Old Lyme. First, let me say that the timing of this request over the holiday period seems designed to minimize responses as this is a period of heavy travel and family gatherings - many may not have the time to obtain details and respond - you should extend the 30 day period by at least 30 days.

It appears to me that the planned routing and construction will have a devastating effect on Old Lyme's important cultural and environmental spaces. It already is having a negative impact on property values as people may be reconsidering Old Lyme as a desirable town given this threat. This has been reported by local real estate professionals.

It seems a much better, and much less expensive, alternative would be to improve existing railway infrastructure and live with the consequences of an admittedly less than ideal technical approach that carries with it a visual, environmental and cultural nightmare for current and future residents.

And, years of deliberation will have a continuing negative economic impact on Old Lyme. A quick decision to drop this plan is needed.

Ron Breault
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #73 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Bill
Last Name : Birdsell
Stakeholder Comments/Issues :

How bout the federal government and the state of Connecticut spend some of the money to repair the existing tracks/stations/etc. and spend a lot more on repairing and expanding I-95 in our state.
That interstate highway was know to be too small 50 years ago. The only thing done has been bandaids. It's time to catch up !! Minimum 4 lanes per side, beginning to end !!
End the countless accidents, tie ups, lost lives that happen on an almost regular basis.

Sent from my iPad

NEC FEIS Comments - RECORD #74 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : susan
Last Name : mccall
Stakeholder Comments/Issues :

you need to take ALOT more time to come up with a sensible plan for the Old Saybrook to Kenyon so called high speed train.Again you are talking about a fast train in a populated area that will never reach hi speeds because of too many stops.Billions of $$$s for 45 minutes faster???REALLY? Way more time must be spent to do this right or not at all.Tunnels and bridges thru historic New England towns for 45 mins.less travel time is idiotic…back to the drafting tables FRA.
susan mccall
I doubt the Acela has ever reached 70 miles per hour..FIX THAT FIRST

NEC FEIS Comments - RECORD #75 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : rebecca
Last Name : griffin
Stakeholder Comments/Issues :

Please do not destroy so many towns because of your version of progress!

Rebecca Griffin
[redacted]
Old Lyme, CT

Sent from my iPhone

NEC FEIS Comments - RECORD #76 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Judi
Last Name : Hahn
Stakeholder Comments/Issues :

TO WHOM IT MAY CONCERN:

Please know that as a residents of Old Lyme we strongly oppose the current bypass proposal from Old Lyme to Kenyon RI and as part of that bypass the proposed tunnel from Old Saybrook through Old Lyme.

We also ask for a 60 day extension to the comment period.

Alan and Judith Hahn

[redacted]

Old Lyme, CT 06371

NEC FEIS Comments - RECORD #77 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Allison
Last Name : Hislop
Stakeholder Comments/Issues :

To whom it may concern,
Please remove the Old Saybrook, CT to Kenyon, RI bypass segment from this plan. This bypass would inflict both environmental and economic devastation upon many small Connecticut and Rhode Island towns. I urge that the FRA support upgrading the existing infrastructure to improve safety and to support higher speed travel.

This plan is absolutely absurd. This will only reduce travel time by a few minutes. In the meantime, homes, and land will be destroyed in its path. This plan cannot and should not be implemented!!!
Allison Hislop

NEC FEIS Comments - RECORD #78 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Kathleen
Last Name : Grover
Stakeholder Comments/Issues :

I write to oppose the proposed re-routing and destructive plan for railroad service in southern Connecticut and Rhode Island. As proposed, the plan will devastate the Connecticut shoreline towns as well as Charlestown, Rhode Island. A fraction of the funding needed for that ridiculous proposal could be used to repair and refurbish the existing line much faster, thereby improving service much sooner without wrecking the economy and quality of life in the shoreline towns.
In addition, I am asking for a 60 day extension for public comments. Trying to sneak this through just before the winter holidays is inappropriate and dies not give this most affected a chance to be heard.
Kathleen M Grover
Manchester, CT

NEC FEIS Comments - RECORD #79 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : Francine
Stakeholder Comments/Issues :

I am writing to request extension of the 30 day comment period by an additional 60 days. This will accommodate the public's unavailability during the holiday periods, allowing for thoughtful consideration of the plans.
Thank you,
Francine Gumkowski

NEC FEIS Comments - RECORD #80 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : Francine
Stakeholder Comments/Issues :

I am writing to request extension of the 30 day comment period by an additional 60 days. This will accommodate the public's unavailability during the holiday periods, allowing for thoughtful consideration of the plans.
Thank you,
Francine Gumkowski

NEC FEIS Comments - RECORD #81 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Robin
Last Name : Breeding
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to wholeheartedly oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 24, 2015, through a Google Alert. If it were not for SECOAST, the entire region would not have even heard of the plan until your Holiday announcement, just days ago. People throughout the most affected areas are just now beginning to understand that the FRA's "Public Outreach" did not include them. Shame on you for your Holiday Season announcements, 2 years in a row...

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

If this is a high-minded, visionary plan for High Speed Rail in the US, then I suggest you choose a route that can travel at the truly "world class" speed of 220 mph, not one that caps out at 160 mph, with only a modest gain in luxury commuter travel times. Improve what we have with better and more affordable commuter rail for real people.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Robin Breeding

Old Lyme, CT

NEC FEIS Comments - RECORD #82 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Patricia
Last Name : Shippee
Stakeholder Comments/Issues :

The FRA proposal is an abomination. We request at least 60 days for our strong opposition declaration/ comments to be heard.
Patricia M. Shippee
Old Lyme

Sent from my iPad

NEC FEIS Comments - RECORD #83 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Rich
Last Name : Gilliland
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on September 15, 2016.
It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Richard H. Gilliland, Jr
[redacted]
Essex, CT 06426

NEC FEIS Comments - RECORD #84 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Kelly
Last Name : Bartnick
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20, 2016.

It is clear that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Kelly Bartnick

Charlestown, RI resident

Sent from my iPhone

NEC FEIS Comments - RECORD #85 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Randall
Last Name : Bartnick
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Randall Bartnick

Charlestown,RI Resident

Sent from my iPhone

NEC FEIS Comments - RECORD #86 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Linda
Last Name : Atamian
Stakeholder Comments/Issues :

December 24, 2016

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Linda Atamian

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #88 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Stuart Redish
[redacted]
Charlestown, RI

NEC FEIS Comments - RECORD #89 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : christine
Last Name : redish
Stakeholder Comments/Issues :

Dear Sir or Madam:I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 23,2016It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely,
Christine Redish
Charlestown RI

NEC FEIS Comments - RECORD #90 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : Ct
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass by virtue of stories appearing in The Day newspaper earlier this year.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Keith Hall
East Lyme, CT

Sent from my iPad

NEC FEIS Comments - RECORD #91 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : Patrick
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20th, 201

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Patrick Cryan

NEC FEIS Comments - RECORD #92 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Ayla
Last Name : Fox
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *December 20, 2016.*

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Ayla M. Fox

NEC FEIS Comments - RECORD #93 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : Janet
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 19, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Janet Cody

NEC FEIS Comments - RECORD #94 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : JOHN
Last Name : CODY
Stakeholder Comments/Issues :

>
> Dear Sir or Madam:
>
> I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 19, 2016.
>
> It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
>
> To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.
>
> Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
>
> Sincerely,
>
> John Cody
>
>

NEC FEIS Comments - RECORD #95 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Frances
Last Name : Topping
Stakeholder Comments/Issues :

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 19th 2016. The fact that State official may have known earlier does not excuse not notifying towns affected by the plans at the beginning of the planning timeline As a resident of Charlestown, RI I am concerned about the amount of ecological/environmental and social impact that the proposed new rail line would have. It impacts a number of homes, wildlife and plant species, our sanctuaries. This impact is for the savings of a few minutes of time in this section, and business dollars.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

It is apparent that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015. The maps also do not really show the impact of the proposed line. For example the appproximately 1000 acre Nature Conservancy Frances C, Carter Preserve is not noted on the Charlestown section at all yet it looks as if the rail line would bisect it making it more or less unusable for the public and hazardous for wildlife.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

I understand infrastructure repairs are needed in places to upgrade the line. These should be undertaken prior to impacting sensitive areas. This alone would aid in decreasing journey time. However I think the projected savings in time is not worth the environmental and societal impact the section in question would afford. Mitigation in the form of money does not equal the loss of wildlife habitat, animal and plant species, the physical and mental health benefits of natural areas and the loss of an area’s character or the loss of homes. Even if it does not include threatened or endangered species per se each loss of habitat affects many species and threats come from many directions so the effect is cumulative. Our preserved lands should be protected from such intrusions. That is why they have been preserved. The fast trains are disturbing to those in proximity to them. They present a dangerous situation if anyone or anything attempts to cross the lines. To have such a line

in the middle of preserved land is the antithesis of that for which the preserved land was intended. Disturbing wetland is equally devastating. Even if elevated the trains are a significant disturbance in the middle of such areas. We have lost too much already. How much must be sacrificed for dollars.

Although time is a valuable asset it is temporary whereas the impact to the environment is long lasting. As a society we have become time and money obsessed. There are other things in life besides business. I would hope that alternative methods will be considered that could be effected on the current lines to accommodate some of the desired improvements.

Sincerely,

Frances Topping
Charlestown RI resident
[redacted]

NEC FEIS Comments - RECORD #96 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : [redacted]
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20th, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Eric Marcotte

Sent from Mai[redacted] for Windows 10

NEC FEIS Comments - RECORD #97 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Sandra
Last Name : Y. Rueb
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in November when we attended the large meeting at the Old Lyme High School with representatives from NEC and elected officials.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses devastating impact to a dense historic and environmental resources are abundant in both Southeastern Connecticut and Southwestern Rhode Island. This is not a viable option and has created havoc because of potential problems during construction and the destruction of our beautiful coastal towns afterwards.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Honestly, we think that a simple rebuilding of the current train bridge over the Connecticut River and a high speed option between New Haven and Hartford makes much more sense as a large scale project. Travelers and commuters

would benefit by that route much more than the devastation caused to our small towns along The Sound. Please re-consider your plan and give us more time to determine the feasibility of the proposed routes.

Sincerely,

William G. Rueb

Sandra Y. Rueb

Sandra Y. Rueb

[redacted]

[redacted]

NEC FEIS Comments - RECORD #98 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Mark
Last Name : Lander
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass this past summer.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Mark C. Lander, Old Saybrook and Old Lyme taxpayer

NEC FEIS Comments - RECORD #99 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Ruth
Last Name : Platner
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 16, 2016 entirely by chance.*
*

I've had a google alert set up for "Charlestown Rhode Island" for many years (more than 10) and I've been a member of the Charlestown Planning Commission since 1997. I was not included in your scoping process, I didn't get a notice of the Draft EIS as a public official, and Google didn't index any news stories, or any of the documents on your web server because they don't include text strings with the name of our town. I don't have a Google alert for Kenyon Rhode Island**as it is a place name, really the name of a textile mill, and not the name of our town. How did you expect a Community Planning Official to know of your plans if there was not a notice to the Charlestown Planning Department? I do go to the trouble to have a Google alert set up for my town so that I won't miss anything, but you talk about Kenyon rather than Charlestown. We were effectively denied the right to know about these plans and comment on the draft. The very least you can do for us is to extend the deadline so that we may have a chance to review the plans. We are a volunteer Planning Commission with other full time jobs and family obligations. I will do my best to review and comment on the plan, but the time allotted to do this is not nearly enough.*
*

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and

unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Ruth L. Platner, Chair, Charlestown Rhode Island Planning Commission
[redacted]
Charlestown, RI 02813
[redacted]

NEC FEIS Comments - RECORD #100 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Jean
Last Name : Richardson
Stakeholder Comments/Issues :

I am writing as a homeowner in the town of Charlestown to request an extension on the Environmental Impact report for the high speed rail line. Once damage is done to conservation preserves it cannot ever be undone – surely a 60 day extension to review this is justified given that damage lasts many lifetimes and may never be rectified. Charlestown homeowners have not had sufficient time to review this. This is our state and our land – getting people quickly from Boston to DC at the detriment of our state is not acceptable. Plans should be considered to improve existing rail lines and already accepted right of way passages that do not involve destroying more virgin property. Furthermore – this is a more economically sound and environmentally sound solution.

Sincerely
Jean L. Richardson

NEC FEIS Comments - RECORD #101 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Janice
Last Name : Carlson
Stakeholder Comments/Issues :

*OK, so the plan is to "straighten" the train tracks for BILLIONS of taxpayers dollars to save 45 minutes off the ride from Providence to New York....**as Senator Blumenthal says this is a "hair brained" proposal. I am very surprised Sen. Reed would approve.*

I live in Charlestown and the fact that we (citizens thru our town government) make a concerted effort to conserve land is well known.

Please do not go further with this plan.

Janice Carlson

Charlestown, RI

NEC FEIS Comments - RECORD #102 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Paul
Last Name : Fuchs
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in mid August just prior to the big meeting we had in Old Lyme with our senators, representatives and the FRA.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut, Southwestern Rhode Island and especially historic Old Lyme Connecticut.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Paul Fuchs

Old Lyme, Ct

[redacted]

NEC FEIS Comments - RECORD #103 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : pamela
Last Name : law
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE*.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Pamela L. Law

NEC FEIS Comments - RECORD #104 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : Gosshandyman
Stakeholder Comments/Issues :

I am writing as a new resident and Home owner in Old Lyme in opposition to the rail by pass proposal. I am also writing in support for a 60-day extension to the comment period.
Sincerely,
Jonathan Goss
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #105 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Beth
Last Name : Lazor-Smith
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 22, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Beth E Lazor-Smith

[redacted]

Westerly, RI 02891

NEC FEIS Comments - RECORD #106 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Joy
Last Name : Hanes
Stakeholder Comments/Issues :

Dear Sir or Madam:I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely,Joy Hanes Hanes and Ruskin Antiques

[redacted]
Old Lyme, CT 06371
[redacted]
www.hanesandruskin.com

NEC FEIS Comments - RECORD #107 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Candace
Last Name : Fuchs
Stakeholder Comments/Issues :

Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass at a public comment event in Old Lyme in August 2016.It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

*To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. *

To invest tens of billions of dollars on rail that disrupts vibrant communities, when what is needed it to repair our existing bridge over the Connecticut River demonstrates a lack of fore thought in this plan.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Candace Fuchs

resident Old Lyme, Connecticut

NEC FEIS Comments - RECORD #108 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Charles
Last Name : Batts
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on Dec 22, 2016
It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Charles Batts

NEC FEIS Comments - RECORD #109 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Mary
Last Name : Lou Lamontagne
Stakeholder Comments/Issues :

December 25, 2016

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 21, 2016!!

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

As a Charlestown, RI residents, we vehemently oppose this plan!

Sincerely,

Joe & Mary Lou Lamontagne

NEC FEIS Comments - RECORD #110 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : James
Last Name : Bechtel
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on 11/15.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
James Bechtel

NEC FEIS Comments - RECORD #111 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : david
Last Name : erskine
Stakeholder Comments/Issues :

Dear Members, Recently I have read,spoken and heard comments about the the prosposed plan of future new rail system the Federal Railroad Administration has but in place. I am against the plan because you will destry the tourist attractions in Stonington, Mystic Conn. and Westerly R.I. Stay with the same route and upgrade it. Thanks for your time. David Erskine, [redacted]. Pawcatuck Conn 06379

NEC FEIS Comments - RECORD #112 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Edward
Last Name : DeGregorio
Stakeholder Comments/Issues :

December 24, 2016

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015. This type of "clandestine" action is unconscionable.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Specifically, the "Great Swamp" Narragansett Indian historical site would be severely impacted, along with its environment that today is pristine. The railroad bypass also negatively impacts the nearby Kenyon Historical Village. These historical sites that would be irretrievably altered if the proposed railroad bypass comes to fruition.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Edward & Jill DeGregorio

[redacted] Charlestown, RI 02813

NEC FEIS Comments - RECORD #113 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Peter
Last Name : Cable
Stakeholder Comments/Issues :

The FRA has issued its NEC Tier 1 Final EIS in the middle of the holiday season - the public's busiest time of the year - and has allowed a short public comment period ending 31 January 2017. This holiday-season public outreach policy seems to be an agreed upon procedure by the FRA, which organized its public meetings in CT for the Tier 1 Draft EIS during the 2015 holiday period.

The FRA 30-day comment period is too short to promote a good public review of the Final EIS. It is requested that the FRA extend the public comment period for the Tier 1 Final EIS to a 60-day period, ending at the end of February 2017.

NEC FEIS Comments - RECORD #114 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Tom
Last Name : Gentz
Stakeholder Comments/Issues :

To Whom It May Concern:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 18, 2016 thanks to The Charlestown Citizens Alliance, or CCA.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

The Charlestown residents care about our rural character, and no benefit will come to Charlestown. The jobs will be from out of town, the resources will be from out of town, but the residents will shoulder the burden of higher taxes due to lower property values and five or up to ten years of disruption.

As a former elected official in Charlestown, our residents care about the low tax rate, rural character and do not want any changes, especially if the Town does not benefit from the Bypass.

Sincerely,

Tom Gentz

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #115 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Patricia
Last Name : Balles
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Patricia Balles

[redacted] Exeter RI

Sent from my iPhone

NEC FEIS Comments - RECORD #116 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Jane
Last Name : Cable
Stakeholder Comments/Issues :

The release of the final environmental impact statement mere days before the holiday seasons means that the report will not receive a full by the public. I request that the respose period be extended from 30 days to 60 days to allow taxpayers sufficient time to evaluate the document. Jane Cable, Old Lyme, CT

NEC FEIS Comments - RECORD #117 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Don
Last Name : Critchett
Stakeholder Comments/Issues :

To Whom it may concern,
I am opposed to a tunnel as well as the original plan
Proposed! My reasons remain the same: you would be ruining an area that is unique to CT and brings many guests from all over the East Coast and the world! As a docent for 20 years at the Florence Griswold Museum in Old Lyme
And a watercolor artist I know how much this area has to offer. Once the only river whose mouth is unspoiled is gone
It will be gone!
What a grave mistake the RR would be making with this new plan for a tunnel as well!!! Please reconsider!
Sincerely yours,To Whom it may concern,I am opposed to a tunnel as well as the original plan
Proposed! My reasons remain the same: you would be ruining an area that is unique to CT and brings many guests from all over the East Coast and the world! . Once the only river whose mouth is unspoiled is gone
It will be gone forever!
What a grave mistake the RR would be making with this new plan for a tunnel as well!!! Please reconsider!
Sincerely yours,Don Critchett[redacted]Lyme, 06371
Peace is that brief glorious moment in history
when everybody stands around reloading
- Thomas Jefferson

NEC FEIS Comments - RECORD #118 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Donna
Last Name : Nolan
Stakeholder Comments/Issues :

Please extend the deadline on this project. You should leave well enough alone. You displacing too many people and disrupting too many families.

NEC FEIS Comments - RECORD #119 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Ruth
Last Name : Platner
Stakeholder Comments/Issues :

To whom it may concern:

No one in the town of Charlestown, the government or the citizens, knew of the plan to build new rail lines and structures in our town until the Charlestown Citizens Alliance released their first post on this issue on December 18 2016. Some CCA members found out by chance on December 16 when they saw a Channel 12 News story interviewing US Senator Jack Reed on this issue and then started digging into the EIS documents.

In aninterview this week with Channel 12 News <http://wpri.com/2016/12/23/charlestown-residents-sound-alarm-over-surprise-federal-railroad-plan/>, The Federal Railroad Administration (FRA) says it's our own fault that we didn't know. They say the plans to construct the "/Saybrook to Kenyon Bypass/" have been public since 2014 and that the FRA even held a public comment forum in Providence in December 2015, and officials held an open comment period from November 2015 to February 2016 during which they received roughly 3,200 comments. Of course *none of those comments were from Charlestown and none of them mentioned Charlestown*.

The entire NEC Future website, including the Draft EIS and Final EIS and all other documents including all comments on the Draft EIS *only include 3 references to Charlestown.* These are:

* Addresses for the Narragansett Tribe in Charlestown, and Charlestown Town Hall
* A comment on the plan in the form of a letter from RI Historical Preservation and Heritage Commission which includes a CC to John Brown at his Charlestown address, but otherwise makes no mention of Charlestown.
* The Draft EIS and Final EIS (section 4.7.1.8) contains this one string that mentions Charlestown: /"The existing NEC is usually at-grade or on embankment through Westerly, Hopkinton, Charlestown, and Richmond in southern Washington County, shifting northeast near South Kingston"/

There isn't even such a place as "/South Kingston/"! The train station in South Kingstown is "West Kingston", which is a place in the town of South Kingstown. It appears that there is no mention of South Kingstown

at all even though the Great Swamp Management Area that is in South Kingstown will have an additional rail line and wetlands filled.

In the Draft and Final EIS there is only that one mention of Charlestown, and it describes the existing condition that the rail lines pass through our town. Charlestown is never mentioned again. Not only did we not know that Charlestown is impacted by the FRA plan, it appears the FRA doesn't know that either!

Whenever our area is mentioned in FRA documents it is described as Kenyon, RI. Kenyon is a place name, not a municipality. There isn't a post office in Kenyon anymore. Kenyon Mill is there and some historic homes. "Kenyon" is in both Charlestown and Richmond, it certainly has an important history, but it isn't the name of our town.

To assist my work on the Charlestown Planning Commission, I use Google Alerts to notify me of any news story, new web page, or post that includes anything about Charlestown. I've had these alerts set up since long before 2012 when FRA started the scoping process for the EIS. I have them just for a situation like this where an agency, or company, or another town posts something about Charlestown that we don't get noticed for. Not everything gets indexed by Google, but I get an email from Google anytime something does. For example I get an email every time a house in Charlestown gets added to a Realtor website. I also get alerts any time Google picks up a news story for Charlestown. In the last week there have been news articles from all over the country about the Narraganset Tribe landing in my inbox. There were not any Google alerts for meetings in Providence about new rail lines in Charlestown, no Press Release or legal advertisement that included Charlestown on this issue. As the Chair of the Planning Commission in an impacted town I also didn't get an invitation to these meetings. Maybe the notice was sent to the "Town of Kenyon".

There were many news stories during the Draft EIS time period in Connecticut papers. If any of those had mentioned Charlestown, my Google alert would have picked them up. I get alerts when the Hartford Courant, New London Day, or other Connecticut paper mentions Charlestown. But unfortunately all those stories were talking about the "/Saybrook to Kenyon Bypass/".

For the Federal Railroad Administration to place fault with us for their failure to include Charlestown in their documents is unfair, but what they think of us really isn't relevant. What is important and truly unfair is that we lost our opportunity to comment on the draft EIS. Not

only were we not able to influence the path of the rail lines, but the FRA lost the opportunity to learn from us as well. We could have told them that the Wood Pawcatuck River is nominated by Congress as a Wild and Scenic River, that their data only included some of the public open space areas, and other glaring omissions that we, who know our town, can easily see.

For these reasons the FRA should extend the comment period to at least April 1 to give Charlestown an opportunity to do a full review of the plan and to provide the quality of data that the FRA needs to do an acceptable EIS.

Sincerely,

Ruth L. Platner, Chair, Charlestown Rhode Island Planning Commission
[redacted]
Charlestown, RI 02813
[redacted]

NEC FEIS Comments - RECORD #121 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Ellen
Last Name : Davis
Stakeholder Comments/Issues :

To Whom it May Concern at the Federal Railroad Administration,

I grew up visiting my grandparents in Old Lyme and now visit my parents there. The town is and always has been very dear to my heart. The natural beauty, historical significance, and peaceful nature of the town would be greatly disrupted by a high-speed rail bypass. I strongly urge you to reconsider plans and not build the bypass.

Additionally, please grant a 60 day extension for public comment. This will be a "commonsense and commonplace" courtesy for the public - giving people ample time to respond.

Thank you,

Ellen Noyes Davis

NEC FEIS Comments - RECORD #122 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : David
Last Name : Conaway
Stakeholder Comments/Issues :

Please remove the Old Saybrook, CT to Kenyon, RI bypass segment from the Northeast Corridor Future plan. This bypass would inflict both environmental and economic devastation upon many small Connecticut and Rhode Island towns. I urge that the FRA support upgrading the existing infrastructure to improve safety and to support higher speed travel.

David Conaway
East Lyme, CT

NEC FEIS Comments - RECORD #123 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Jane
Last Name : Klimczak
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 24, 2016

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.
Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
I have been a resident of Old Lyme for 20 years and I think that this is a foolish plan.
Sincerely,
Jane Klimczak

NEC FEIS Comments - RECORD #124 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : rod
Last Name : clingman
Stakeholder Comments/Issues :

Dear Sir or Madam: I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about the plans plans for the Kenyon to Old Saybrook Bypass in March of this year.
It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015. To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely, Roderick Clingman[redacted]Old Lyme, CT 06371[redacted]

NEC FEIS Comments - RECORD #125 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Deborah
Last Name : Butler
Stakeholder Comments/Issues :

Dear Sir/Madam,

I write to ask for an extension on public comment on the above matter for at least another 60 days until April 1, 2017. I learned of the decision to close comments on Jan 31, 2017 only on Dec 20, 2016, right at the beginning of the busy Holiday season. I feel strongly that this decision was not made with honesty and transparency to the Old Lyme community and we should be given the opportunity to defend our precious historical and natural resources from this unconscionable attack. I am a resident of Lyme, CT and a member of the Board of the Florence Griswold Museum, a national treasure which would be devastated by the impact of the train route. Sincerely, Deborah Butler

NEC FEIS Comments - RECORD #126 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : jerry
Last Name : weiss
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass late in the summer of 2016.

The Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

Having attended the public forum in Old Lyme this summer, I was struck by the unanimous resistance to this plan from both private citizens and elected officials at the local, state and national level. In retrospect, I'm further disappointed by and distrustful of the FRA's lack of transparency; at that meeting there was a willingness to give the impression that the public was being heard, and that the Bypass would not be recommended.

Whether proposed as above ground or as a tunnel, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. As a longtime resident of Southeastern Connecticut, I'm familiar with the artistic, cultural and environmental importance of the Old Lyme area, which the Bypass would effectively destroy. I'm aware that mere discussion of the Bypass is already having a profound impact on property values in this area. I can only echo the sentiments of Senator Blumenthal, who has referred to this plan on multiple occasions as "harebrained." I look forward to joining the thousands of residents of Connecticut and Rhode Island who will oppose this passionately, until the proposal is withdrawn.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Jerry Weiss

Contributing Editor, The Artist's Magazine

Instructor, The Art Students League of New York

[redacted]

NEC FEIS Comments - RECORD #127 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Kenneth
Last Name : Orabone
Stakeholder Comments/Issues :

To whom it may concern,

I am writing to object to the limited notice, and opportunity to comment on the FRA plan for the Northeast Corridor. *I first learned about plans for a Kenyon to Old Saybrook Bypass on December 19th, 2016.* It appears much of the area, including local town officials, were caught off guard by this plan.

Charlestown would be heavily impacted by this plan, yet it is barely mentioned in the documentation. Our largest nature preserve, and one of the largest in the state, would be devastated by this plan.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Ken Orabone
[redacted]
Richmond RI 02812

NEC FEIS Comments - RECORD #128 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Julie
Last Name : and Ron Malloy
Stakeholder Comments/Issues :

To Whom it May Concern:

I am writing to voice my strong opposition to the FRA's proposed bypass from Old Saybrook, CT to Kenyon, RI and ask that this portion be removed, entirely and immediately, from the NEC Future federal rail plan.

I have a number of reasons for this opposition and would be glad to expand upon those reasons if you would like.

In the meantime, please note this communication is purely to voice my opposition to the proposed bypass from Old Saybrook, CT to Kenyon, RI, and to request the FRA remove it, entirely and immediately, from the NEC Future plan.

Sincerely,
Ron Malloy
[redacted]

NEC FEIS Comments - RECORD #129 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Julie
Last Name : & Ron Malloy
Stakeholder Comments/Issues :

To Whom it May Concern:

I am writing to voice my strong opposition to the FRA's proposed bypass from Old Saybrook, CT to Kenyon, RI and ask that this portion be removed, entirely and immediately, from the NEC Future federal rail plan.

I have a number of reasons for this opposition and would be glad to expand upon those reasons if you would like.

In the meantime, please note this communication is purely to voice my opposition to the proposed bypass from Old Saybrook, CT to Kenyon, RI, and to request the FRA remove it, entirely and immediately, from the NEC Future plan.

Sincerely,
Julie Malloy
[redacted]

NEC FEIS Comments - RECORD #130 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Margaret
Last Name : Frazier
Stakeholder Comments/Issues :

To Whom It Concerns,:

I am writing to strongly oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *December 24th, 2016.*

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Margaret Frazier [redacted]

NEC FEIS Comments - RECORD #131 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Lisa
Last Name : Holmes
Stakeholder Comments/Issues :

Dear Sir or Madam:

As a former trustee of the Connecticut Trust for Historic Preservation and current Commissioner of the Hadlyme Ferry Historic District, I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I only very recently first learned about plans for a Kenyon to Old Saybrook Bypass.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island- not to mention the economic cost.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Lisa K Holmes

NEC FEIS Comments - RECORD #132 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Sherry
Last Name : Boisclair
Stakeholder Comments/Issues :

I am opposed to the reconstruction of the railway running from Kenyon RI to Old Saybrook CT. I live on [redacted] in Charlestown RI and this will impact the back side of my property from the construction to the every day use afterwards. We purchased this home because of its rural setting and neighboring farm lands. To destroy these properties would be shame. Please reconsider !!! Thank you Sherry Boisclair

Sent from my ALCATEL ONETOUCH A564C

NEC FEIS Comments - RECORD #133 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Dianne
Last Name : Embree
Stakeholder Comments/Issues :

I am writing to plead with you to choose another route for this rail project. We are justly proud of our area's natural beauty, and its historic buildings. We are appalled to learn that you are still considering completely destroying them for a rail line which would speed up travel between NYC and Boston by a few minutes. The rail lines are indeed people movers, but if those same people were given the choice of a few minutes shorter journey or destroying a renowned beauty spot, then I am certain their answer would be an emphatic 'YES' to preservation. The alternate inland route would take the train to a significantly under-served region of the State, thereby widening usage by the rail-travelling public.
Thank you very much for your extension of the waiting period for comments to 60 days, so that you will have an opportunity to hear from many different voices.
Dianne Embree

NEC FEIS Comments - RECORD #134 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Ted
Last Name : Gaffney
Stakeholder Comments/Issues :

Dear Sir or Madam:

Just because this is a cut and paste document does not mean that it is a rote protest. the very idea of this railing going through Shoreline Eastern CT is appalling! Land values have already fallen based on these reports. do you gut the most historical and bucolic towns and villages of CT? There goes the tourism...what do we have left? EB? Traditional Democratic practices have already driven most industry and any senior citizens that can afford to leave - as well as many affluent folks - from the state.

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on 01 September. 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Ted Gaffney

Waterford, CT

NEC FEIS Comments - RECORD #135 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : susan
Last Name : mccall
Stakeholder Comments/Issues :

So far the FRA has been appalling in it's sneaky planning of meetings for this ridiculous so called hi speed rail line. At the very least there should be a 90 day period for all to absorb the FRA's idiotic plans.
susan mccall

NEC FEIS Comments - RECORD #136 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

December 26, 2016

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 22

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

The Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island not to mention the extreme cost of the project vs a minimal benefit.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Robert Storrs

Charlestown, RI

NEC FEIS Comments - RECORD #137 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Nina
Last Name : Barclay
Stakeholder Comments/Issues :

Dear Sir or Madam:I am a citizen of SE Connecticut writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on Dec 24, 2016!!It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.In my honest opinion, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Have you personally travelled this area? Are you aware of the pressures on our coastal access and wildlife passways?Because the Programmatic Environmental Impact Statement (P-EIS) is very important for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. Time is of the essence, and the public needs a chance to be part of this discussion. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely Yours,Nina BarclayEducator[redacted]Norwich CT 06360

NEC FEIS Comments - RECORD #138 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : LAWRENCE
Last Name : HUCK
Stakeholder Comments/Issues :

To the Federal Rail Administration:

We are writing to request that the Federal Rail Administration consider extending the 30-day comment period for the Tier 1 EIS to allow for an additional 60 day comment period. The timing of the release of the statement just prior to the holidays with a 30 day comment period does not allow adequate time for residents, business owners, and elected officials from the local to national level to respond to the statement.

If the FRA fails to extend the comment period, we would like to express our dissatisfaction with the incorporation of the bypass from Old Saybrook, CT to Kenyon, RI as the preferred alternative.

The FRA not only ignored the input of Lyme / Old Lyme residents and our town officials but residents and town officials from Stonington to Old Saybrook and in between, and our representatives from Congress.

The report has significant failings including:

* addressing environmental concerns raised earlier in the process,
* identifying how the FRA proposes acquiring the property necessary for the expansion,
* pinpointing whether route will be an aerial or underground track once exiting the tunnel through Old Lyme and East Lyme,
* explaining how the construction phase of this proposed project with impact other transportation in the affected communities, particularly traffic on I-95 and CT Rt. 9 as well as local roads.
* analyzing of the effects of the project on: air quality, water resources, ground water resources and water quality, and noise.

The FRA also does not consider how the visual effect of a tunnel/bridge would radically change the landscape of our small town and adversely affect our economy which is reliant on tourism.

In summary, the short and long term quality of life and economic stability for Old Lyme residents, homeowners and business owners seem to be very low priorities for the FRA.

The report does not provide critical information to those of us affected by the bypass thus raising more questions than it answers.

We feel the bypass from Old Saybrook, CT to Kenyon, RI is not the best option.

Sincerely,

Lawrence and Sally Huck

Old Lyme, CT

NEC FEIS Comments - RECORD #139 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : KATHY
Last Name : DUFFY
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on 12/15/2016

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

All of this expense, debt, and destruction of lives and property all for 45 Minutes!. Outrageous.

Sincerely,

James & Kathleen Duffy

Charlestown residents

NEC FEIS Comments - RECORD #140 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Katy
Last Name : Klarnet
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 22nd, 2016.
It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Katy Klarnet
Old Lyme, CT

NEC FEIS Comments - RECORD #180 DETAIL

Status : [redacted]
Record Date : 12/28/2016
First Name : Jayme
Last Name : Stevenson
Stakeholder Comments/Issues :

Good afternoon Ms. Reyes-Alicea,

Thank you for your letter dated 12/16/16 regarding the release of the Tier 1 Final Environmental Impact Statement for NEC FUTURE. I would like to respectfully request both a hard copy and USB drive of the final documentation.

As Darien's First Selectman, I acknowledge the critical role rail service plays in my community and throughout the Northeast Corridor. I'm grateful for the Federal Rail Administration's focus on improving rail service between Boston and Washington, D.C. Commuter rail service is vital to the economic stability of my town and our region.

I note that there may be significant impacts to the Town of Darien in the Preferred Alternative. You are probably aware that the rail corridor runs through both commercial centers in the Town of Darien so any modifications or expansion of the rail infrastructure may impact Darien in a negative way, depending on construction detail.

Can you please provide me with a direct contact person with whom I can speak about plan details and specific potential impacts to the Town of Darien?

I also serve as Vice Chairman of the Western Connecticut Council of Governments (WestCOG). All 18 Chief Elected Officials and staff in WestCOG are very eager for more information on the Tier 1 Final EIS and we would welcome an FRA representative to come speak at an up-coming WestCOG meeting. Please let me know if this could be arranged.

Thank you,
Jayme

Jayme J. Stevenson

First Selectman, Town of Darien
2 Renshaw Road
Darien, CT 06820
JStevenson@darienct.gov<mailto:JStevenson@darienct.gov>
(203)656-7338

NEC FEIS Comments - RECORD #141 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I am writing to you in reference to the proposed upgrade on rails going through Old Lyme and New London County in Connecticut. A tunnel under the Connecticut River would be a huge environmental impact which would pollute the river, adjacent tributaries, and the Long Island Sound for years to come. A tunnel under parts Old Lyme, Ct would be a huge impact on property values and disruptive to the environment. This whole plan is a dream someone in D.C. dreamt up to save approximately 45 minutes travel time. No so long ago money was spent on the existing rails to accommodate the Acela, why not fix what you already have. The cost of this project is outrages and again D.C. is milking the tax payers with no regard to their existence and hard working people of S.E. Connecticut. I am sure if some one wants to get from D.C. to Boston in a hurry they would fly and not spend hours on a train. As far as future growth in New England, well that is really a joke. We have submitted several petitions to you in the past, I guess you just don't get it that this area is not interested in your upgraded plan, nor do the tax payers of the US want to pay for a ridiculous project which benefits only the FRA and its designers. This country is almost 20 trillion dollars in debt, we do not need to add more debt.

Sincerely.

Francis and Marilyn Ossmann

NEC FEIS Comments - RECORD #142 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Lynn
Last Name : Varadian
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December25, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

John and Lynn Varadian

[redacted]

Charlestown, RI

Sent from my iPhone

NEC FEIS Comments - RECORD #143 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Alden
Last Name : Murphy
Stakeholder Comments/Issues :

Dear Sir or Madam: I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in May of 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015. To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. As President of Musical Masterworks, a classical chamber music series that has premiered and has grown in Old Lyme since 1990 in our beautiful "home" of the First Congregational Church in historic downtown Old Lyme, I, as well as the staff and board of directors of Musical Masterworks, feel strongly that this plan would interfere terribly with the beautiful, historic nature of the town of Old Lyme, where so many come to enjoy the history, art and music offered there, as well, of course, as the scenic beauty of our shoreline and river valley. Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,Alden Rockwell MurphyEast Haddam, CT

NEC FEIS Comments - RECORD #144 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Seth
Last Name : Dionne
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *December 22, 2016. *

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Seth Dionne

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #145 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Linda
Last Name : Hase
Stakeholder Comments/Issues :

The public is slowly finding out how much you lie. How do you look in the mirror? Why do you keep your jobs? You have no shame. You know it and now we do too.

Linda Hase

Sent from my iPhone, so pardon the typos.

NEC FEIS Comments - RECORD #149 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Anna
Last Name : Silberberg
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on February 10, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Anna Silberberg

Old Lyme

NEC FEIS Comments - RECORD #150 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Kevin
Last Name : Kain
Stakeholder Comments/Issues :

Hello,

I am a planner in the City of New Rochelle, and I was reviewing the Preferred Alternative for the NEC Future.

I am trying to find out more details on the proposed improvements to the New Rochelle station. Perhaps there are no specific details at this time, but if there are, I am having difficulty finding the details on your webpage.

Any help is greatly appreciated.

Thanks,

Kevin

Kevin A. Kain, PP, AICP
Senior Planner
City of New Rochelle
515 North Avenue
New Rochelle, NY 10801
p. (914) 654-2191
[cid:image001.png@01D26021.93464950]

NEC FEIS Comments - RECORD #151 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : Kathleen
Stakeholder Comments/Issues :

To Whom It May Concern:

I am vehemently against this proposal to "straighten" the rails through Charlestown, RI to save 5 minutes on the route to Boston.
This will effect me personally by going right through my home and neighborhood.
Also, the plan wants to destroy protected lands and waterways. This is clearly not a good plan. There are rails already in place. Work on that infrastructure that is already in place.
This proposal is and the manner in which it was presented, the week before Christmas, smacks of government trying to "get something by" the people. It is insulting.
Please note my opposition to this proposal.

Sincerely,

Kathleen Sullivan
[redacted]
Charlestown, RI 02813
Sent from my iPhone

NEC FEIS Comments - RECORD #152 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : Aurieann
Stakeholder Comments/Issues :

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 1, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15,2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Ann Primo

NEC FEIS Comments - RECORD #153 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Sondra
Last Name : Griswold
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Sondra Griswold

NEC FEIS Comments - RECORD #154 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : MARTIN
Last Name : GRISWOLD
Stakeholder Comments/Issues :

?

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in October of this year.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Martin Griswold

NEC FEIS Comments - RECORD #155 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name : suki
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass last summer.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Susanna Schavoir

NEC FEIS Comments - RECORD #156 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Brett
Last Name : Thompson
Stakeholder Comments/Issues :

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass only last week.

It is clear to me that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. In addition, I believe that the Administration failed to comply with either the spirit or the letter of the law by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment on or before November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses irreversible and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Indeed, this unwanted and unnecessary project would forever negatively impact the quality of life and natural beauty of an area that many of us have called home for our entire lives.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Brett Thompson
[redacted]
Deep River, CT

NEC FEIS Comments - RECORD #157 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on Wednesday, December 21st, 2016. My daughter informed me of the plans. She is a resident of Charlestown, RI.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Elaine Sewatsky

NEC FEIS Comments - RECORD #158 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Sarah
Last Name : S.
Stakeholder Comments/Issues :

Dear Sir or Madam-

I hope that you had a nice holiday and am wishing you a Happy 2017.

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on Wednesday, December 21st, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Sarah Sewatsky - Resident of Charlestown, RI and neighbor to the Francis C. Carter Preserve

NEC FEIS Comments - RECORD #160 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Harvey Kaplin

12/27/2016

NEC FEIS Comments - RECORD #161 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

I am strongly opposed to the proposal set forth in the FRA's NEC FUTURE preferred route bypass from Old Saybrook, Connecticut to Kenyton, Rhode Island. I object to this proposal because:

- The proposal describes in vague terms a route from Old Saybrook to Old Lyme via tunnel, then approximately along I-95 by means of "tunnels, trenches, and aerial structures" until reconnecting with the existing route somewhere before Westerly, RI. According to a December 23, 2016 article in the New London Day, "The exact placement of the project is unclear because the route has not been finalized". I don't see how a proposal which may cause so much destruction to our area's historic character, environment, and local business should be allowed to go forward at all until it is defined in detail.

- The benefit which is supposed to outweigh the harm, and to justify the estimated cost of $64 billion, is an expected reduction of 45 minutes in the travel time from New York to Boston. Even if that happens, it is of no value until the trains run on schedule. We who travel on the Northeast Corridor now can't count on the trains leaving and arriving on time, and we will get no benefit from a marginally faster trip until we can. The first priority must be the substantial investment in the existing system needed for reliable and safe train travel.

I am requesting that the deadline for comments on the NEC FUTURE proposal be extended until information is made available about the exact route and configuration of the proposed bypass and a reasonable time period for comment afterward is allowed.

Thank you for your attention,

John Malmros[redacted] CT 06378

NEC FEIS Comments - RECORD #162 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Aj
Last Name : Holmes
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on Dec 23 2016 ..It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Mr & Mrs AJ Holmes , Old Lyme CT

NEC FEIS Comments - RECORD #163 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : ANTHONY
Last Name : KORNACKI
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 21, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.
Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
Sincerely,
Anthony Kornacki

NEC FEIS Comments - RECORD #164 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Tom
Last Name : Schellens
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Tom Schellens

Thomas Schellens

[redacted]

Old Lyme, CT 06371

NEC FEIS Comments - RECORD #165 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island, and my home town - Old Lyme..
Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
Although I am not a permanent resident of Old Lyme, and live in Florida, I own property in the town and visit it often. There are compelling arguments forwarded by our elected representatives to stop this project. Add my voice to theirs.
Sincerely,
William S. Griswold
Mount Dora, Florida

NEC FEIS Comments - RECORD #166 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Jane
Last Name : Schellens
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to again oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

As a lifelong resident of Lyme/Old Lyme, CT, I want to be clear that the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. We residents who live in the Old Lyme Village off Lyme Street who rely on aquifers to sustain our wells may suffer further impacts as well.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

As a frequent rider on Amtrak's regional and Acela trains, I recommend we fix the tracks we have on the current routes. I never spend time waiting for bridges to open, but most often lose time waiting for Metro North who owns the tracks between NYC and New Haven. After spending an inordinate amount on this ridiculous proposal, we'll still give back time to the commuter rails. This ideal is ill conceived and must be stopped.

Sincerely,

Jane S. Schellens
[redacted]
Old Lyme, CT 06371

Sent from my iPad

NEC FEIS Comments - RECORD #167 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Dana
Last Name : Evans
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on June 10, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

On a personal note - I believe there are many other ways that rail travel can improve and “speed” is not necessarily one of them. Improve the interior comfort of travel - look back at how rail travel was in the past and emulate that. I for one love the idea of a scenic and leisurely train ride, with a cozy overnight cabin and good food. I looked into taking my children on the overnight train down to Washington DC only to find that that is not offered anymore. BAD move. Look to the past and people’s nostalgia of train travel for your future.

Sincerely,

Dana Evans
Lyme, CT

NEC FEIS Comments - RECORD #168 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Karen
Last Name : Anne Kolling
Stakeholder Comments/Issues :

I very much oppose the Tier 1 Final Environmental Impact Statement (EIS) to straighten the tracks of the Northeast Corridor.

This would have a terrible impact on the Westerly and Charlestown, RI areas. It is hard to imagine how much more damage could be done if someone had set out to do as much damage as possible.

Bisecting farmland, filling in wetlands, damaging tribal property, damaging historic properties. Those areas are precious to everyone in Rhode Island concerned about our history and the environment.

This plan should be revised to not do those things.

Karen Anne Kolling
[redacted]
North Kingstown, RI 02852

NEC FEIS Comments - RECORD #169 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Mary
Last Name : Oconnor
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *December 23, 2016 *from a local Charlestown blog. I am a resident of Charlestown and was additionally appalled to learn that members of our Town Council learned about the proposal a week earlier from a Rhode Island television station news report. In this age of transparency town officials were not CONSULTED along the way? Town officials were also not sent the proposal directly even though it has a direct impact on the town?

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Mary O'Connor

[redacted]

Charlestown, RI

NEC FEIS Comments - RECORD #170 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Mary
Last Name : Ellen Garbarino
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on September 15, 2016.
It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

John and Mary Ellen Garbarino
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #171 DETAIL

Status : [redacted]
Record Date : 12/27/2016
First Name : Mary
Last Name : Ellen Garbarino
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on September 15, 2016.
It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

John and Mary Ellen Garbarino
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #173 DETAIL

Status : [redacted]
Record Date : 12/28/2016
First Name : Justin
Last Name : Goff
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass just before Christmas.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

It is beyond comprehension that the proposal is considering impacting so many protected parcels of land in Westerly and Charlestown, Rhode Island. I am born and raised in Westerly and now a resident of Charlestown. The natural beauty and peacefulness of the area is what makes this special part of the country my home. Please reconsider the plan and look for alternatives to the current proposal with such huge costs both financial and environmental.

Sincerely,

Justin Goff

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #174 DETAIL

Status : [redacted]
Record Date : 12/28/2016
First Name : Susan
Last Name : Duncan
Stakeholder Comments/Issues :

I am writing to request that the Federal Railroad Administration grant a 30-day extension for its public response to the NEC Future FEIS that was issued on December 16, 2016. The 30-day waiting period is currently scheduled to end on January 31, 2017. Due to the significant impact the proposed Alternative would create in Connecticut, and given the timing of the FEIS one week before the Christmas holiday, we request a 30-day extension for public comment until March 2, 2017.

Thank you for your consideration.

Susan Saltonstall Duncan
[redacted]
Old Lyme, CT 06371

[RMO_FinalLogo] [cid:image004.jpg@01D260F1.0C58D9A0]

Susan Saltonstall Duncan, Founder and President
860 434 5600 (O) [redacted]
sduncan@rainmakingoasis.com<mailto:sduncan@rainmakingoasis.com>
www.rainmakingoasis.com<http://www.rainmakingoasis.com/>

NEC FEIS Comments - RECORD #175 DETAIL

Status : [redacted]
Record Date : 12/28/2016
First Name : Susan
Last Name : Fuller
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 21, 2016. Apparently local town government was also NOT notified until a few days before that.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Any loss of preserved woodland and habitat is unacceptable but the magnitude of destruction proposed in this plan is beyond comprehension and absolutely deplorable. To get this far in the process without the input of the communities directly impacted is a disgrace.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Susan L. Fuller
Wood River Junction, Rhode Island 02894

NEC FEIS Comments - RECORD #178 DETAIL

Status : [redacted]
Record Date : 12/28/2016
First Name : Brendan
Last Name : McGuire
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Brendan M. McGuire

NEC FEIS Comments - RECORD #179 DETAIL

Status : [redacted]
Record Date : 12/28/2016
First Name : Deborah
Last Name : Moore
Stakeholder Comments/Issues :

To Whom it May Concern:
I am writing because I am very concerned about the proposed rail lines through the Old Lyme Historic District. To destroy a historic community to improve the rail service between New York and Boston is very short sighted and irresponsible. Preserving our heritage and wildlife should should be a priority in developing the appropriate solution. I think an extension of the current 30-day waiting period for the NEC Future Final Environmental Impact Statement should be granted to allow further study.

Respectfully,

Deborah Moore
Executive Director
860 347 1064

http://www.wadsworthmansion.com

Check out our e-brochure <http://1059creative.net/wadsworthbrochure/>

Follow our: Blog <https://wadsworthmansion.wordpress.com/> - Facebook <https://www.facebook.com/WadsworthMansion>

NEC FEIS Comments - RECORD #183 DETAIL

Status : [redacted]
Record Date : 12/28/2016
First Name : Kenneth
Last Name : Miller
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing about the high speed rail plan that crosses through historic communities in eastern Connecticut. Good design is by nature a positive-sum game. If you find that there is still a substantial conflict between planning and the communities it affects, then it is likely that a stronger design process-given time and inventiveness-would improve the outcomes for all. This is particularly true when the aim is in part to correct mistakes that were made more than 100 years ago-like lack of straight track-because in your anxiousness to fix the problem, you may destroy rather than innovate.

Both my paternal great grandfathers-Roswell Miller and Andrew Carnegie-were railroad employees and directors, and both were acutely aware of this problem. When faced with an engineering dilemma, they sought out "genius, a wild flower found in the woods all by itself."

So, before you identify the Selected Alternative, ask yourselves "Have we gone as far as we can to meet the human needs of this project?" Adjusting the project by a year to address remaining substantial design concerns would be a small price to pay for getting it right. Look to design thinkers, hire the best, ask the question the industrial designer and director of the national design museum, Bill Moggridge, asked himself every day-"What if.?"-and settle for nothing less than brilliance in the solution.

Yours sincerely,

Kenneth Miller

This note is the private opinion of a citizen of New York and former resident of Old Lyme and Centerbrook, Connecticut.

Kenneth B. Miller

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

New York, NY 10005

NEC FEIS Comments - RECORD #185 DETAIL

Status : [redacted]
Record Date : 12/28/2016
First Name : Sarah
Last Name : Noyes Seene
Stakeholder Comments/Issues :

Please extend the current 30-day waiting period for the NEC Future Final Environmental Impact Statement by 60 days.

We are devastated that you may destroy both the historical and environmental riches of Lyme and the surrounding communities in coastal Connecticut.

-Sarah Seene

NEC FEIS Comments - RECORD #186 DETAIL

Status : [redacted]
Record Date : 12/28/2016
First Name : Ann
Last Name : Buttrick
Stakeholder Comments/Issues :

Dear sir, or Mm.,

I have just learned of the totally screwball idea to re-route the RR through Connecticut's historic shoreline towns & villages. Have the planners ever actually looked at the route on the ground? This plan is totally unacceptable and a dangerous threat to one of the areas that is the glory of New England. There is plenty of undeveloped land inland that would serve the purpose. Please rethink this!

Sincerely, Ann Buttrick, [redacted] Lyme, Ct

NEC FEIS Comments - RECORD #187 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : James
Last Name : Price
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely, James Price

NEC FEIS Comments - RECORD #188 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : Leland
Last Name : Jackson
Stakeholder Comments/Issues :

Please do not approve the FRA proposal to destroy the Nature Conservancy's Francis Carter Preserve in Charlestown, RI. This is an absolutely beautiful, large, and unique tract of wilderness in which so many of us enjoy hiking and bird watching. It is irreplaceable!

Dr. Leland B. Jackson
Kingston, RI

NEC FEIS Comments - RECORD #189 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : Steven
Last Name : Musen
Stakeholder Comments/Issues :

Gentlemen and Ladies:

Please find attached our comments on the Preferred Alternative as they apply to the State of Rhode Island and Providence Plantations. While we are generally supportive of the plan to improve travel times and ride quality, we do question one small element of the plan which is the rerouting through Charlestown, RI.

Thank you for your time and effort in doing this study,

Steven H. Musen

Chair, Rhode Island Association of Railroad Passengers

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

Comments by the Rhode Island Association of Railroad Passengers on the Final Tier One EIS for the Northeast Rail Road Corridor.

The Rhode Island Association of Railroad Passengers appreciates the opportunity to comment on the Final Tier One EIS as it applies to tracks running within the State of Rhode Island and Providence Plantations. By and large, we accept the need to make these improvements to improve trip times and ride quality. We also think that running the NEC through Providence was the right decision.

The EIS has proposed a bypass running from Old Saybrook to Kenyon, Rhode Island. We understand that rising ocean levels may cause problems with the existing route. However, the current right of way is extremely straight from just east of Westerly to East Greenwich. This is evidence by the fact that Amtrak currently runs it's Acela trains at the highest speeds currently being run in the country. The proposal does not consider the realistic alternative of connecting the bypass to Westerly station. Since most of the bypass would be by tunnels, there is no reason why a tunnel could be built from Westerly to Interstate 95 directly. In doing so, the super-elevation at Westerly Station could be eliminated. The super-elevated tracks is necessary because of the curve in the tracks just west of the station as the tracks cross the Pawcatuck River. By eliminating the super-elevation, it would now be possible to build high level platforms making the station ADA Accessible. The amount of tunneling would be reduced as the distance from Westerly Station to Interstate 95 is less.

Between Mileposts 475 and 482 (as shown on the EIS Maps), the EIS Proposes to straighten the line. In doing so it bisects the Frances C. Carter Memorial Reserve. This reserve was completely overlooked in the EIS analysis. The straightening also manages to cut through the Amos Green Farm and the Stoney Hill Cattle Co, which is a 4th Generation Family Farm. It also fills in wetlands at the Burlingame Wild Life Preserve and the Great Swamp Management Area in Kingston. Because the trains already travel at high speeds, it is difficult to see why this expenditure is needed. And the few seconds (if any gained) hardly justify the economic and environmental damage done by rerouting the tracks. Also, the money saved could be better used on the other proposals made in the EIS.

The EIS also recommends an additional track between East Greenwich and the current commuter stop at the Airport. While desirable, the right of way from Apponaug south is very constricted and would be expensive to widen. In East Greenwich itself, the right of way runs between East Greenwich Bay and a cliff. Blasting away the cliff would increase noise pollution to houses above the track.

Rather the spending on the above section, what is really needed is a fourth track at the Airport Station. If the new track as well the freight track (known of the FRIP) were electrified, then Amtrak could stop its regional trains there, thus complementing the existing MBTA commuter service. The additional track is also needed north of the station.

The station in Warwick is labeled T.F.Green Airport. The historic name is Hillsgrove which is the name of the village in which the station is located. The MBTA station was constructed by the Airport Authority as an adjunct to their rental car facility, hence their self-serving name of T.F. Green Airport Station. If Amtrak was to build their own station (or have one constructed for them), the proper name should be HILLSGROVE/T.F. Green Airport Station. The Airport code for the Airport is PVD which is the same code Amtrak uses for the downtown Providence Station. To call the rail station "Warwick" would be incorrect

especially if a second commuter station in Warwick was constructed at Apponaug. The city hall is located at Apponaug.

Steven H. Musen, Chair Rhode Island Association of Railroad Passengers

NEC FEIS Comments - RECORD #190 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : John
Last Name : Swarts
Stakeholder Comments/Issues :

I need to voice my opinion against the proposed routing which will affect the many shops, historic district and DEEP designated wetlands. It is contrary to all that shore communities have had to adhere to for real estate, building codes and zoning regulations, not to mention the impact on our historic district with houses dating back to the 1700s. The environmental impact will be severe and the potential for severely decreased property values will affect owners as well as the town's tax base.

I am sure that Old Lyme is not the only shoreline community which will be affected by this decision.

I wish to cast my vote against the proposed FRA routing.

John Swarts
25+ year property owner and resident of Old Lyme.

NEC FEIS Comments - RECORD #191 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : Tom
Last Name : Cummins
Stakeholder Comments/Issues :

Dear Sirs:

With regard to surprise Christmas-week announcement by the Federal Railway Administration that the FRA plans to bisect Charlestown, RI with a new high-speed track that runs from its western edge through homes in the bucolic Burdickville village, across a four-generation farm-to-table operation on top of Schumankanuc Hill, over Native-American tribal land through the center of the 1,100-acre Carter Preserve (owned by The Nature Conservancy which is a loved hiking spot by residents and tourists alike), and splitting the Revolutionary-era Amos Green Farm, adjacent properties protected by conservation easements, and federally funded Historic Columbia Heights housing, to reconnect with the existing railroad near the eastern edge of town. This plan has enormous impact on protected and preserved lands in Charlestown and the fabric of what makes Washington County, RI unique. I urge you to exercise whatever authority you have to stop this plan until adequate engagement of local government is achieved.

Sincerely,

Thomas Cummins

[redacted]

Carolina, RI 02812

Sent from my iPhone

NEC FEIS Comments - RECORD #192 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : Diana
Last Name : Atwood Johnson
Stakeholder Comments/Issues :

To Whom it May Concern,

Once again, I write to protest the rail line that is proposed to be tunneled under the Connecticut River and Old Lyme. Besides the staggering amount of money this proposal is estimated to cost, the possible high tech alternative transportation options that are not even on drawing tables at this point and the fact Amtrak doesn't even take care of its existing rail lines, it will be impossible to determine the environmental impact of such a plan. The Connecticut River is the only major river left in America without commercialization at its mouth. Because of its unique ecological attributes, it has been recognized by many national and international organizations as a wetland of international significance (RAMSAR), a "Last Great Place," by The Nature Conservancy and an American Heritage River by the Clinton administration. Old Lyme is a historic town, hosting the home of American Impressionism from the turn of the last century, a fine college in Lyme Academy College of Fine Arts, historic homes, a historic district and much land protected by the State, the Town, the Old Lyme Land Trust , The Nature Conservancy and US Fish & Wildlife. Disturbances to these valuable assets protected under Federal, State and local programs is anathema to our form of government. First we protect, then we destroy?

FRA must work with stakeholders in Connecticut to find an alternative route that does not destroy our very way of life and all that we have worked to preserve and protect. And if that route can't be found, then take a time out and develop new technology that would use 1-95, levitation, elevation or other means to find a route.

Finally, the whole goal of saving 25 or 35 or 45 minutes, at a cost of billions of dollars, should be reviewed as part of the exercise with local stakeholders. There is so little relative return.You could spend a million dollars putting a few really bright engineers in a room for a year and get a futuristic viable product. This is obviously more than a 30 days process. Do the right thing and put off the ending of the comment period for a year and go back to work on new solutions. Involve people here, on the ground, who will have to live with the consequences of your decisions long after the last blast for the proposed tunnel.

Diana Atwood Johnson

Chair
Town of Old Lyme
Open Space Commission
[redacted]
[redacted]

NEC FEIS Comments - RECORD #193 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : Jean
Last Name : Krulic
Stakeholder Comments/Issues :

Dear Sir or Madam:I am writing to OPPOSE the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 29, 2016.It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. As a frequent rider on the Northeast corridor I believe it is unnecessary to ruin conservation land to take away curves.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely, Jean G. Krulic

[redacted]

[redacted]

Cambridge MA 02138

NEC FEIS Comments - RECORD #194 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : Barbara
Last Name : Ballard
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20th.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Barbara Earle Ballard

NEC FEIS Comments - RECORD #195 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : George
Last Name : Willauer
Stakeholder Comments/Issues :

I strongly request extension of the 30-day period of consideration of the Old Saybrook to Kenyon bypass proposal. Saving minutes in travel time is negligible in the face of the devastating impact the bypass would have on the area forever. The project ignores the historic significance of Old Lyme, its cultural contributions to citizens, and the economic downturn.

Yrs sincerely,

George J. Willauer, Trustee
Florence Griswold Museum
Old Lyme, CT

Resident of Lyme CT

NEC FEIS Comments - RECORD #198 DETAIL

Status : [redacted]
Record Date : 12/29/2016
First Name : Beth
Last Name : Kocab
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 18, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Elizabeth Kocab

Resident of Charlestown, RI

NEC FEIS Comments - RECORD #199 DETAIL

Status : [redacted]
Record Date : 12/30/2016
First Name : Cathleen
Last Name : Keogh
Stakeholder Comments/Issues :

I oppose the inclusion of the Kenyon to Old Saybrook bypass. I only heard about it over a month ago. Cathleen G Keogh, Old Lyme CT

Sent from my iPhone

NEC FEIS Comments - RECORD #200 DETAIL

Status : [redacted]
Record Date : 12/30/2016
First Name : Susan
Last Name : Mayne
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process--surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized with a potentially enormous impact on the quality of life in the region I call home.

Sincerely,

Susan T. Mayne

Old Lyme, CT

NEC FEIS Comments - RECORD #201 DETAIL

Status : [redacted]
Record Date : 1/1/2017
First Name :
Last Name : [redacted]
Stakeholder Comments/Issues :

Dear Sir or Madam:I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on Friday, December 16, 2016.It is clear that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely,
Karen Taylor[redacted] Old Lyme, CT 06371

Sent via the Samsung Galaxy S7, an AT&T 4G LTE smartphone

NEC FEIS Comments - RECORD #202 DETAIL

Status : [redacted]
Record Date : 1/1/2017
First Name : Timothy
Last Name : Baffaro
Stakeholder Comments/Issues :

Dear Sir or Madam,

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20,2016.

It is clear, that the Federal railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the FRA failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass posses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The FRA has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

We moved to Old Lyme, CT a year ago, and believe this bypass would cause devastating effects on the historic district, the vital art district, the environmental health of the area, and lovely small town atmosphere. While we believe in improving the railways, we think this plan is not sensible nor economic. Improving the present railway system makes more sense to us. Please reconsider and drop the Kenyon to Old Saybrook Bypass. Thank you very much.

Sincerely,

Tim Baffaro[redacted] Old Lyme, CT 06371[redacted]

December 31, 2016

NEC FEIS Comments - RECORD #203 DETAIL

Status : [redacted]
Record Date : 1/1/2017
First Name : Craig
Last Name : Taylor
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on Friday, December 16, 2016.

It is clear that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Craig A. Taylor

[redacted]

Old Lyme, CT 06371

NEC FEIS Comments - RECORD #205 DETAIL

Status : [redacted]
Record Date : 1/1/2017
First Name : John
Last Name : Visgilio
Stakeholder Comments/Issues :

To whom it may concern:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning.

I am also writing to object to the limited notice, and opportunity to comment on the plan. The deadline must be extended. Proper public comment is critical. There have been too many actions by the NEC that make citizens like me, who live in the path of this line, extremely concerned.

Respectfully

JOHN VISGILIO
Old Lyme Connecticut

NEC FEIS Comments - RECORD #208 DETAIL

Status : [redacted]
Record Date : 1/1/2017
First Name : Maureen
Last Name : Guenther
Stakeholder Comments/Issues :

Please extend the waiting period for the FRA-NEC Future: Tier 1 Final EIS for one month from the present date of January 31, 2017 so that the citizens of Old Lyme, CT may continue to send their feedback to the FRA on this most important matter.

Thank you for your time and consideration.

Maureen T. Guenther
school teacher
[redacted]
[redacted]
Old Lyme, CT 06371
[redacted]

NEC FEIS Comments - RECORD #210 DETAIL

Status : [redacted]
Record Date : 1/1/2017
First Name : Monique
Last Name : Foster
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in April 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Monique Foster

This email originated from the Mystic Seaport internal email server.

NEC FEIS Comments - RECORD #211 DETAIL

Status : [redacted]
Record Date : 1/3/2017
First Name : Michael
Last Name : Follo
Stakeholder Comments/Issues :

Dear Amtrak:

I am e-mailing you is I just read the Tier 1 DEIS document online and I do have a few questions on the document and I hope that my questions can be considered for the Selected Alternative.

1)The Philadelphia International Airport alternative should be dropped from further consideration, service is provided by SEPTA Regional Rail service, it's really not necessary to provide two train services at the Airport when you have SEPTA doing it.

2)There is no train station proposed at Queens Plaza in Long Island City Queens, NY, this area around Queens Plaza is going through rezoning with new office buildings and housing going up in and around the area and connections with six subway lines and a number of bus lines that stop at Queens Plaza and in the future, a new Sunnyside stop for the LIRR will be built there.

Please consider adding a new Queens Plaza station for the Selected Alternative.

3)There isn't anything mention about the long proposed NJ Transit MOM (Monmouth/Ocean/Middlesex County) rail that may be built at Monmouth Junction (if that alternative is selected), how will southbound MOM trains cross over at Monmouth Junction and SEPTA Regional Rail Trenton Line, you still have SEPTA trains still crossing three tracks near the Trenton Transit Center.

Please consider adding a flyover or tunnel north of Trenton Station for SEPTA trains to turn back as well as NJ Transit MOM rail (if the Monmouth Junction route is selected) and a flyover or tunnel at Monmouth Junction (if NJ Transit recommends this alternative) for the MOM rail for trains going to Lakehurst.

I look forwarded to hearing back from you on the Tier 1 FEIS, please e-mail me at [redacted]

Sincerely,

Michael Follo

NEC FEIS Comments - RECORD #213 DETAIL

Status : [redacted]
Record Date : 1/3/2017
First Name : John (DEM)
Last Name : Lake
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 22, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
John Lake

John Lake
RIDFW Marine Fisheries
[redacted]
Jamestown, RI 02813
[redacted]

NEC FEIS Comments - RECORD #214 DETAIL

Status : [redacted]
Record Date : 1/3/2017
First Name : Elizabeth (Ela)
Last Name : VanAlphen
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on August 31, 2016.

It is clear, the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. As a "millennial" commuter, I have relied on both the MBTA commuter rail and the Metro North line to get into Boston and NYC. The proposed bypass would have no commuting benefit to most areas of the state of CT (outside of Fairfield county). My strong preference is to fix the current Amtrak/Acela lines to make them faster and more affordable. Additionally, the mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015 is extremely concerning. Without question, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island that have not been sufficiently assessed.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, and surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Elizabeth VanAlphen, MA, RA(c)

NEC FEIS Comments - RECORD #215 DETAIL

Status : [redacted]
Record Date : 1/3/2017
First Name : James
Last Name : Karmel
Stakeholder Comments/Issues :

Hello - I am writing today to share my feedback on the proposed TIER 1 "Preferred Alternative" NEC Future plan that I have recently been made aware of. I strongly oppose the inclusion of your new Maryland/Delaware "Bayport to Newport" track extension which is planned for Maryland and Delaware. I live in Harford County, MD in a community adjacent to the existing CSX freight track along route 40 where the proposed new track will run, in lieu of repairing the existing train bridges over the Gunpowder and Bush rivers. According to your report, the noise impacts will be significant with the construction of the new tracks, with a width of 280 feet (almost the length of a football field) and the consequent environmental destruction will be dramatic. This extension will require the destruction of many acres of existing woodlands, impact waterways and have a drastic, negative impact on the quality of life for people in my community and many other communities along this new track. Bringing a new high speed railroad to cut right through so many residential communities is simply not advisable and will likely damage or even destroy the quality of life for so many people in the impacted neighborhoods in Harford County, MD.

Furthermore, I do not think that this component of the plan has been properly vetted in open forums in the communities that will be most directly impacted. I have lived at my current address since May 2014 and do not recall hearing about any community forum or receiving any mailing or other information about this plan. I only found out about it recently through an article in the Baltimore Sun newspaper. I do not feel that our community has been well-informed enough to respond and kindly request that the Federal Railroad Administration conduct more effective outreach to communities such as mine that are quite literally in the path of the proposed new track.

regards,

James R. Karmel

[redacted]

Abingdon, MD 21009

[redacted]

NEC FEIS Comments - RECORD #216 DETAIL

Status : [redacted]
Record Date : 1/3/2017
First Name :
Last Name : MTerrier
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on or about 4/15/2016. I own a house in Old Lyme, CT that is directly impacted by this bypass.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. My primary residence is in Florida and is impacted directly by that poorly thought out project. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Michael Terrier

[redacted]

Old Lyme, CT 06371

[redacted]

NEC FEIS Comments - RECORD #217 DETAIL

Status : [redacted]
Record Date : 1/3/2017
First Name : nick
Last Name : carr
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on 12/21/16.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

The currently proposed route would pass through residential neighborhoods and environmentally protected lands. What is the point of buying and owning land if it can be requisitioned for projects that you don't support? What is the point of protecting land if that protection is rendered void the first time the government wants it?

Sincerely,

Nick Carr

Resident of Westerly, RI

NEC FEIS Comments - RECORD #218 DETAIL

Status : [redacted]
Record Date : 1/3/2017
First Name : Edward
Last Name : Trowbridge
Stakeholder Comments/Issues :

To whom it may concern,

I write to you to formally voice my opposition to the FRA's proposed EIS. After reviewing the proposal, I have serious concerns about the impacts to the area. Foremost, there will be a loss of educational value. The forests and wetlands which this proposal impacts are valuable educational examples, which many of my courses from the University of Rhode Island visit. Secondly, this area represents vital wildlife habitat, which as it stands is already disrupted by the existed railway. Further construction would be extremely detrimental, especially in soil compaction, which is inevitable even if proper precautions are taken. Finally, the proposed changes greatly impact and devalue many neighborhoods, and run through or alongside some of the best hiking, birding, mountain biking, and climbing in RI.

These impacts are not worth the proposed addition of time. The price tag is also abhorrently expensive and will not bring an equal amount of growth to Rhode Island. In fact, it will likely cause devaluation of the area because of the proposed impacts.

Thank you for your time, I hope that you can find a more reasonable solution, as I do believe railways are a positive and efficient mode of transportation.

Sincerely,

Edward Trowbridge
Resident of Narragansett RI
[redacted]

NEC FEIS Comments - RECORD #219 DETAIL

Status : [redacted]
Record Date : 1/3/2017
First Name : John
Last Name : Pritchard
Stakeholder Comments/Issues :

I am writing to add my voice, and that of my wife, Lee, to those urging the Federal Railroad Administration to grant a 60 day extension of the period for public comment on the FRA's proposal to route the planned high speed train through Old Lyme.

The routing decision will have significant adverse consequences for many in Old Lyme and the nearby region. We deserve a chance to comment on the proposal after having had time for seasoned reflection.

Thanks for your consideration

John Pritchard

NEC FEIS Comments - RECORD #220 DETAIL

Status : [redacted]
Record Date : 1/4/2017
First Name : Mary
Last Name : Jo Nosal
Stakeholder Comments/Issues :

Dear Administrator Feinberg:

Given the receipt of the Tier 1 Final EIS for the Northeast Corridor (NEC) in the waning days of 2016, I kindly request that you extend the waiting period deadline to a minimum of 60-days in order to allow the public the necessary time to carefully review the document.

Furthermore, I ask you to remove the Old Saybrook-Kenyon bypass line from the preferred alternative. The bypass is an unnecessary, enormous expense which will devastate some of our nation's most invaluable, limited natural resources, and adversely effect the economies of several New England communities in Connecticut and Rhode Island. Rather, I urge you to repair and maintain the existing rail line to grow the NEC.

Sincerely,

Mary Jo Nosal
Old Lyme, CT

NEC FEIS Comments - RECORD #221 DETAIL

Status : [redacted]
Record Date : 1/4/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Sir
I am against tier 2 proposal that destroys the town of Old Lyme, CT.
The town started in 1663, is a historic town, stop this project
Andrew Brennan [redacted]

Sent from my iPhone

NEC FEIS Comments - RECORD #222 DETAIL

Status : [redacted]
Record Date : 1/4/2017
First Name : Joan
Last Name : Baffaro
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in August 2016.

RIt is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.
Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Joan Baffaro
Old Lyme, CT

NEC FEIS Comments - RECORD #223 DETAIL

Status : [redacted]
Record Date : 1/4/2017
First Name : JUDY
Last Name : KAAN
Stakeholder Comments/Issues :

January 4, 2016
Dear Sir
I oppose the Tier 2 proposal to place railroad tracks under the Connecticut River and Old Lyme Ct. It will destroy the viability of commerce and tourism in the communities of Old Saybrook, Old Lyme, East Lyme, Waterford, New London, Groton Old Mystic, Mystic, Stonington Connecticut and Westerly, Rhode Island. The ecosystem and beauty of this
area will be destroyed for all future generations to enjoy and prosper.
I know a counter proposal by members of the communities suggesting the track upgrade on the existing tracks has been presented to you and your committee. Senators Blumenthal and Murphy, Congressman Courtney and all local town representatives of Connecticut are opposed to Tier 2.

Sincerely,

Judith Kaan
[redacted]
[redacted]
Old Lyme, Ct. 06371

NEC FEIS Comments - RECORD #224 DETAIL

Status : [redacted]
Record Date : 1/4/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Hello,

I was utterly surprised and disappointed that a train route through Connecticut's shoreline was selected. Not only is this a historic corridor, but also an economic engine for Connecticut. And with Connecticut's economy in shambles, the state needs all the help it can get--not a plan to drive away visitors.

Please reconsider.

Sincerely,

Anne Burr Czepiel
Old Saybrook, CT

NEC FEIS Comments - RECORD #225 DETAIL

Status : [redacted]
Record Date : 1/4/2017
First Name : Gina
Last Name : Wilcox
Stakeholder Comments/Issues :

Good afternoon, I am writing to you to voice my families concern over the proposed tunnel from Old Saybrook through the historic town of Old Lyme. We are hopeful that you will reconsider this route.

This coastal community is a unique one. It is not a town of strip malls, rest stops & excessive retail. It is a quaint, iconic, new england town that should stay untouched. It deserves to be preserved. The little time saving in adding this through this part of New England is hardly worth it. We should be preserving these small relevant communities not destroying them.

We also ask that you extend the 60 comment period. With families busy with year end and holidays I would think that an extension would hopefully be agreeable.

Thank you for your consideration & deep thought on this route. We beg you to reconsider destroying this community.

Sincerely,

Gina, Brady & Gray Wilcox

NEC FEIS Comments - RECORD #226 DETAIL

Status : [redacted]
Record Date : 1/5/2017
First Name : Heather
Last Name : Faubert
Stakeholder Comments/Issues :

I am opposed to the proposed track changes in RI. The new route will not straighten the tracks very much, in comparison to track straightening in CT. The proposed tracks will destroy nature preserves (Francis Carter and Grills), family farms, and several low-income neighborhoods. Would a similar plan be considered through high income neighborhoods? What is a nature preserve if it can't be preserved?

Heather Faubert

--

[redacted]

NEC FEIS Comments - RECORD #227 DETAIL

Status : [redacted]
Record Date : 1/5/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 3, 2017.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the ?All Aboard Florida? high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Carla J. White

NEC FEIS Comments - RECORD #228 DETAIL

Status : [redacted]
Record Date : 1/5/2017
First Name : Caitlin
Last Name : Beagan
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20, 2016. It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

[redacted]

NEC FEIS Comments - RECORD #229 DETAIL

Status : [redacted]
Record Date : 1/5/2017
First Name : Janice
Last Name : Kraus
Stakeholder Comments/Issues :

Regarding FRA Tier 1 Draft EIS:
A portion of the route, that between Old Saybrook, CT and Kenyon, RI goes through Old Lyme, CT. This portion goes directly through our historic district and will disrupt the ecology of the shoreline, the economy and culture of Old Lyme.
There are other options and other routes available which should be chosen before any as disruptive and destructive as this.
Additionally, the public comment period needs to be extended by 60 days to a full 90 days. To shorten it by 2/3 and spring the shortened time on us during the holiday season is disingenuous, dishonest and underhanded.
Sincerely,
Janice Kraus[redacted]Old Lyme, CT 06371

NEC FEIS Comments - RECORD #230 DETAIL

Status : [redacted]
Record Date : 1/5/2017
First Name : Stephen
Last Name : Stolle
Stakeholder Comments/Issues :

To Whom It May Concern:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 23, 2016.

I question that the Federal Railroad Administration has demonstrated to the public a compelling need for a Kenyon to Old Saybrook Bypass. I also challenge if the Federal Railroad Administration complies with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

My concern is the Kenyon to Old Saybrook Bypass poses harmful impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, at least a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is in the public interest and has clear precedent. There is precedent in the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines during the planning process. Certainly the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Stephen Stolle

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #231 DETAIL

Status : [redacted]
Record Date : 1/5/2017
First Name : Suzann
Last Name : Gintoff
Stakeholder Comments/Issues :

You are here: Home / Towns / Old Lyme / Tips on How to Write to the FRA to Oppose the High Speed Railroad Route

Dear Sir or Madam:I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 21, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely,Suzann Gintoff-Vautrain, Esq [redacted]Old Lyme, CT 06371

NEC FEIS Comments - RECORD #232 DETAIL

Status : [redacted]
Record Date : 1/5/2017
First Name : James
Last Name : Joyner
Stakeholder Comments/Issues :

To Whom it concerns,

Alternative 3, long term is where we should be headed. Why not start where we would like to end?

Regards,

James Joyner

NEC FEIS Comments - RECORD #233 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I am writing in opposition of the proposed Federal Rail high speed bypass plan affecting Connecticut's Old Lyme and surrounding towns. The proposed plan would have a permanent detrimental effect on the environmental and economic health of this region.

Callie LaMay
Old Saybrook resident

NEC FEIS Comments - RECORD #234 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Wendy
Last Name : Brainerd
Stakeholder Comments/Issues :

Dear Sir/Madam.I live in the Historic town of Old Lyme Connecticut. The threat of a high speed railroad , the Kenyon/Old Saybrook bypass has been a damocles sword hanging over the town since September when the news became public.
This bypass will destroy the historic district, and the ecological environment which defines this area.
The threat has already resulted in drastically reduced real estate values in the District.The Federal Railroad Administration has not demonstrated a compelling need for this bypass. Nor has it complied with the letter or spirit of the law in the process.
The public, whose towns are threatened, should have an opportunity to respond and inform, before any plans are finalized.
Sincerely,Wendy Brainerd

NEC FEIS Comments - RECORD #235 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name :
Last Name : svann
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 30th.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.
Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
Sincerely,
Cynthia Hyland

NEC FEIS Comments - RECORD #236 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : James
Last Name : Joyner
Stakeholder Comments/Issues :

To Whom it concerns,

Alternative 3, long term is where we should be headed. Why not start where we would like to end?

Regards,

James Joyner

NEC FEIS Comments - RECORD #237 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name :
Last Name : Heidi
Stakeholder Comments/Issues :

To All Involved.
My name is Heidi Meyer, and I am a resident of Lyme/Old Lyme.
I have lived in and been an active member of this community for over 30 yrs.
I write to you to express my concern for and opposition of the FRA Preferred Route announced on Dec. 17, 2016; and request that the 30 day deadline be extended beyond 60 days, if not indefinitely, as more time is needed to do environmental/social /economical impact studies for both aerial and underground new routes through Old Lyme, Old Saybrook, and East Lyme.
In addition I question why the existing route is not the primary option and being reviewed for upgrade in lieu of "starting anew". Would this not be the most economical, prudent, and least invasive option?
Please work with our community on this project, not in spite of us.
Regards,
Heidi G. Meyer

Sent from my iPhone

NEC FEIS Comments - RECORD #238 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Caitlin
Last Name : Beagan
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20, 2016. It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

[redacted]

[new logo for email.gif]

NEC FEIS Comments - RECORD #239 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Wallie
Last Name : Hammer
Stakeholder Comments/Issues :

I live near the tracks in Guilford, Connecticut- Use the money to keep the existing system in perfect running order-
THE TRAINS ARE FAST ENOUGH!!!
Sincerely
Wallie Festa-Hammer
Leetes Island
Guilford CT

Sent from my iPhone

NEC FEIS Comments - RECORD #240 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Donald
Last Name : Cundy
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

* There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
* The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
* The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
* No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
* The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.
Name: _Donald Cundy_____
Address: [redacted]_____
Town, State, Zip: Old Lyme, CT 06371_____
Email address: [redacted]_____ Date: __1/6/2017_____

NEC FEIS Comments - RECORD #241 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Christopher
Last Name : Jones
Stakeholder Comments/Issues :

Land Use does not have additional comments at this time.

Christopher Jones, Manager
Bureau of Urban Growth & Redevelopment
(609) 984-6216

From: Foster, Ruth
Sent: Friday, December 30, 2016 4:28 PM
To: Maresca, Vincent; Jones, Christopher; Yeany, Judeth; Davis, Kelly; Cartica, Bob; Maybury, Steve; Castelli, Amishi (FRA); Castagna, Richard
Cc: info@NECFUTURE.com
Subject: RE: FRA NEC FUTURE Tier 1 Final Environmental Impact Statement and January 11, 2017 webinar

Any additional comments please forward to me via email by January 30, 2017

Ruth W. Foster, PhD., P.G., Acting Director
New Jersey Department of Environmental Protection
Office of Permit Coordination and Environmental Review
Mail Code 401-07J
401 East State Street - PO Box 420
Trenton, NJ 08625
Office # 609-292-3600
Fax # 609-292-1921
Ruth.Foster@dep.nj.gov<mailto:Ruth.Foster@dep.nj.gov>

From: Foster, Ruth
Sent: Friday, December 30, 2016 4:25 PM
To: Foster, Ruth <Ruth.Foster@dep.nj.gov<mailto:Ruth.Foster@dep.nj.gov>>; Maresca, Vincent <Vincent.Maresca@dep.nj.gov<mailto:Vincent.Maresca@dep.nj.gov>>; Jones, Christopher <Christopher.Jones@dep.nj.gov<mailto:Christopher.Jones@dep.nj.gov>>; Yeany, Judeth <Judeth.Yeany@dep.nj.gov<mailto:Judeth.Yeany@dep.nj.gov>>; Davis, Kelly <Kelly.Davis@dep.nj.gov<mailto:Kelly.Davis@dep.nj.gov>>; Cartica, Bob <Bob.Cartica@dep.nj.gov<mailto:Bob.Cartica@dep.nj.gov>>; Maybury, Steve <Steve.Maybury@dep.nj.gov<mailto:Steve.Maybury@dep.nj.gov>>; Castelli, Amishi (FRA) <Amishi.Castelli@dot.gov<mailto:Amishi.Castelli@dot.gov>>; Castagna, Richard

<Richard.Castagna@dep.nj.gov<mailto:Richard.Castagna@dep.nj.gov>>
Cc: info@NECFUTURE.com<mailto:info@NECFUTURE.com>
Subject: FRA NEC FUTURE Tier 1 Final Environmental Impact Statement and January 11, 2017 webinar

To: Rebecca Reyes-Alicea, NEC Future Program Manager:

The NJDEP provided the attached January 20, 2016 comment on the NEPA Tier 1 Draft EIS for the NEC Future upgrades to the Northeast Corridor Train lines through New Jersey.

A Final EIS was issued on December 16, 2016 which is available for review at www.necfuture.com<http://www.necfuture.com>. Our January 20, 2016 comments remain in effect. We will provide any additional comment by January 30, 2017. While the Tier 1 NEPA process has identified a Preferred Alternative to upgrade the train line, expand the number of tracks in certain areas, improve bottlenecks, etc., specific development plans and site specific environmental assessments have not been completed. The department has not received shape files for all areas of impact in New jersey.

Following the issuance of a record of decision (ROD) for the Tier 1 NEPA process, a Service Development Plan will be generated which will outline the process for implementing the selected alternative. The NJDEP expects a full opportunity to review specific environmental assessments of potentially impacted areas including but not limited to wetlands and riparian zones, tidally flowed zones, threatened and endangered species, cultural and historic resources, known contaminated sites, and state and local encumbered properties during the Tier 2 NEPA review phase of this project. Furthermore, all required permits must be obtained in order to complete required pre-construction assessments and any project related construction and operation.

Please copy the following on all future NEC Future announcements and webinars. Please forward access information for the upcoming January 11, 2017 webinar

1. Office of Permit Coordination and Environmental Review - PCER office Ruth Foster, Acting Director (please remove Ken Koschek as he retired in 2013)

2. Green Acres - Judeth Yeany

3. Land Use - Chris Jones

4. Tidelands - Richard Castagna

5. SHPO - Vincent Maresca - already on email list

6. Natural Historic Resources Group - Kelly Davis and Bob Cartica

7. Site Remediation - Steve Maybury

We look forward to working with you and participating in the January 11 webinar. If you have any questions, please do not hesitate to contact our office.

Ruth W. Foster, PhD., P.G., Acting Director
New Jersey Department of Environmental Protection
Office of Permit Coordination and Environmental Review
Mail Code 401-07J
401 East State Street - PO Box 420
Trenton, NJ 08625
Office # 609-292-3600
Fax # 609-292-1921
Ruth.Foster@dep.nj.gov<mailto:Ruth.Foster@dep.nj.gov>

From: Maresca, Vincent
Sent: Wednesday, December 21, 2016 1:46 PM
To: Foster, Ruth <Ruth.Foster@dep.nj.gov<mailto:Ruth.Foster@dep.nj.gov>>
Subject: FW: FRA Releases NEC FUTURE Tier 1 Final Environmental Impact Statement

Hi Ruth,

We received the following below. I also just received an email for a webinar on 1/11 and saw that they only copied Ken K. so not sure if your office is getting this information or not. Best,

Vinny

Vincent Maresca, M.A.¦ Senior Historic Preservation Specialist ¦Historic Preservation Office
Department of Environmental Protection¦Mail Code 501-04B ¦PO Box 420¦Trenton, NJ 08625-0420
P: (609) 633-2395 ¦ F: (609) 984-0578 ¦ vincent.maresca@dep.nj.gov<mailto:vincent.maresca@dep.nj.gov> ¦
Website: http://www.nj.gov/dep/hpo

NJ HPO's cultural resources GIS data is available via NJ Geoweb<http://www.nj.gov/dep/gis/geowebsplash.htm> or direct download at NJ DEP's Statewide Digital Data Downloads<http://www.state.nj.us/dep/gis/stateshp.html>

[cid:image002.png@01D2682E.CB5BC8A0]

PLEASE NOTE: The HPO only accepts hard copy submissions, not submissions via email, at this time

From: NEC FUTURE [mailto:info@NECFUTURE.com]
Sent: Friday, December 16, 2016 12:20 PM
To: Maresca, Vincent <Vincent.Maresca@dep.nj.gov<mailto:Vincent.Maresca@dep.nj.gov>>
Subject: FRA Releases NEC FUTURE Tier 1 Final Environmental Impact Statement

[NEC FUTURE Project Logo - A Rail Investment Plan for the Northeast Corridor]

FRA Releases NEC FUTURE Tier 1 Final Environmental Impact Statement

The Federal Railroad Administration (FRA) is pleased to announce the release of the Tier 1 Final Environmental Impact Statement (Tier 1 Final EIS) for NEC FUTURE, now available for download at www.necfuture.com<http://www.necfuture.com>. NEC FUTURE is the FRA's vision for improvements to the Northeast Corridor (NEC) rail line from Washington, D.C., to Boston, Massachusetts.

The Tier 1 Final EIS recommends a Preferred Alternative for NEC FUTURE, and includes responses to comments received on the Tier 1 Draft EIS. The NEC FUTURE Tier 1 Final EIS includes the Programmatic Agreement (under Section 106 of the National Historic Preservation Act) and associated supporting documents. Information about the FRA's decision-making process, waiting period, and how to provide feedback is also available on the NEC FUTURE website. For questions or assistance in accessing the NEC FUTURE Tier 1 Final EIS documentation, contact us via email at info@necfuture.com<mailto:info@necfuture.com>.

NEC FUTURE Team

[http://www.necfuture.com/images/eblast/footer.gif]

[FRA Logo]

Learn more at www.necfuture.com<http://www.necfuture.com/>

I would like to unsubscribe<http://www.necfuture.com/get_involved/unsubscribe.aspx> from this mailing list

NEC FEIS Comments - RECORD #242 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: _William Farrell_____
Address: _[redacted]_____
Town, State, Zip: __Old Lyme CT ____06371_____
Email address: __[redacted]_____ Date: ____Jan 6, 2017_____

William R Farrell

NEC FEIS Comments - RECORD #243 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Donna
Last Name : Peters
Stakeholder Comments/Issues :

Sent from my iPad

Begin forwarded message:

> From: News and Announcements <[redacted]
> Date: January 6, 2017 at 12:36:44 PM EST
> To: [redacted]
> Subject: Have you contacted the FRA yet?
>
>
> Have you contacted the FRA yet about their proposal for a railroad bypass from Old Saybrook to Kenyon, Rhode Island?
> Feel free to use text from below in your emails to info@necfuture.com.
> Letters can be mailed to:
> Rebecca Reyes-Alicea, Program Manager, Federal Rail Administration
> One Bowling Green-Suite 429
> New York, NY 10004
>
> You can also pick up a pre-addressed postcard from the
> Selectman's Office in the Town Hall.
> Don't delay – contact the FRA asap!!
>
>
> Dear Ms. Reyes-Alicea:
> I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:
> There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
> The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
> The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public

comment period to allow me and other residents to provide input.
> No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
> The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
> I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.
> Donna peters_____
> Address[redacted]_____
> Town, State, Zip: _old Lyme ct 06371_____
> Email address: __[redacted]_____ Date: ___january 6 2017_____
>
>
>
>
> _____
[redacted]

Charles C. Hinckley
[redacted]
Old Lyme, CT 06371
[redacted]

January 6, 2017

Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

VIA FEDEX and email

Subject: EIS No. 20160310, Final, FRA, NAT, NEC FUTURE: A Rail Investment Plan for the Northeast Corridor Tier 1, Review Period Ends: 01/31/2017, Contact: Rebecca Reyes-Alicea 212-668-2282

The purpose of this letter to provide my comments to the Federal Rail Administration (the "FRA" or "Agency") regarding of the subject FEIS ("the FEIS") published in the Federal Register on December 23, 2016. I hope the Agency finds my comments helpful and includes Comments 1-4 which will serve to clarify the record in the ROD.

Executive Summary

This is a long letter with primarily one goal in mind: **the Record of Decision (the "ROD") must clarify the Connecticut River/Old Lyme Historic District tunnel matter**. As the new segment from Old Saybrook to Kenyon crosses the Connecticut River into Old Lyme there are natural and man-made features (such as the River becoming much wider to the North (upriver) and I-95 to the South) that combine to create **ONE VERY NARROW ROUTE** for the Preferred Alternative that is unique to specific property owners including the National Historic Landmark the Florence Griswold Museum.

The Agency correctly specifies in FEIS 4.7.7 that the "crossing the Connecticut River in tunnel under Old Saybrook and Old Lyme". This text is comforting and appropriate. I applaud the Agency for the Preferred Alternative changing this construction type from overhead structure detailed in the DEIS Alternative 1.

The Agency must provide additional limiting text and make minor changes to Figure 4-10 and Appendix AA, Mapping, Section 2, Sheet 7 page 25 to ensure this construction type at this

location applies to any alternative that include the Old Lyme Historic District. As the current FEIS reads, the record is not clear nor consistent in this matter.

Clarifying this issue will (1) prevent the laudable objectives of this Tier 1 process from having IMMEDIATE, ADVERSE and NEGATIVE impacts to our important cultural resources that are of regional significance and include a Natural Historic Landmark, and (2) further the CEQ and Agency policy objectives of showcasing how early involvement and outreach in the development of Tier 1 analysis of a rail corridor crossing multiple states and federal jurisdictions **can provide time and cost savings when performing Tier 2 analysis at the project level**.

These issues are in part a product of a FEIS that did not adequately review the environmental impacts of the Bypass and clearly did not meet the "full and fair discussion[1]" obligations as will be made clear below[2]. By way of example and not limitation in the affected area of the Bypass, the FEIS resource assessment did not correctly include such items as a National Historic Landmark, two college campuses, the US Coast Guard Academy and Museum, and the US Navy Base Groton. **The ROD provides a useful tool to remedy these FEIS' inadequacies.**

Introduction

I live in the Preliminary Area of Potential Interest ("Preliminary API") as a resident of Old Lyme's Historic District and am also a Board member of the affected cultural resource, the Florence Griswold Museum (the "FGM"). Both my residence and the FGM are listed on the National Register of Historic Places, and the FGM is a National Historic Landmark. I have a 30 plus career that has been largely focused on the construction, operations, development and financing of power plants. I have been the applicant and otherwise reviewed dozens of federal NEPA processes. As applicant, I have been a party to several environmental appeals.

The Preferred Alternative New Segment referred to as the Old Saybrook-Kenyon Bypass (the "Bypass") creates several environmental issues affecting the Preliminary API including those of Old Lyme and the FGM, the "OL Issues". The location of the Bypass at the Connecticut River crossing is a pinch-point formed by natural features (the Connecticut and Lieutenant Rivers which become much wider immediately to the North/up river), important cultural resources of local and national significance (the Old Lyme Historic District, the FGM, the Lyme Academy Collage of Fine Arts), and the locally economically significant Old Lyme main commercial district are all located in the only viable alternative to traverse this area. As it relates to Old Lyme, the "representative route" is not representative at all – the line is a line, and the location described in the FEIS is within 500 yards the universe of alternatives, unless the Agency chooses to cross the Connecticut River much further North (upriver) and avoided the Old Lyme Historic District all together, which is unlikely and not identified in the FEIS.

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[1] 40 C.F.R. 1502.1

[2] Roberson v Methow Valley Citizens Council, 490 U.S. 332, 349 (1989)

Clearly the OL Issues and the Bypass generally remain "environmentally controversial" as that term is used in FRA Procedures for Considering Environmental Impacts (64 FR 28545) (the "FRA Procedure(s)"). For example, immediately upon the issuance of the FEIS, a press conference was held. The conference was chaired by a US Senator, included a US Congressman and can be viewed at http://ct-n.com/ctnplayer.asp?odID=13552&jump=0%3A00%3A51.

As the FEIS sits today, the "Representative Line" for the Bypass as it is shown on figures and maps runs right over the FG a National Historic Landmark, a university campus in Old Lyme, and the Old Lyme Historic District, and at the next pinch-point in New London impacting the US Navy Base Groton, the US Coast Guard Academy, and then off to Mystic where the line is shown impacting the access to the Mystic Aquarium. **The Agency must depict a Representative Line that is at least somewhat representative of the line envisioned by the preferred action and clarify that the Connecticut River and Old Lyme Historic Districts will be traversed underground only and contain exclusionary language regarding the resources the Tier 2 planning will avoid – the Old Lyme Historic District (tunnel or routing far to the North), the Coast Guard Academy and Museum, the US Navy Base Groton, the Mystic Aquarium and all Mystic to the South (toward the shoreline) of the Aquarium**.

Comments

Comment 1: Old Lyme Issues must be clarified. The FEIS is text unclear and is internally inconsistent in a material and substantial manner. (i.) The Bypass is important element essential to the overall FEIS study scope. (ii.) Text in Section 4.7.7 (and elsewhere) clearly specifies that the Representative Route's construction method will be a tunnel crossing the Connecticut River and the Old Lyme Historic District. (iii.) Whereas the text of 4.7.7 is somewhat clear, taken as a whole, **the text in the FEIS remains unclear** in the construction method at this location. Specifically, there is follow-on text that could be read to reopen flexibility as to MEATHOD (tunnel or overhead structure) not just location including the bubble entitled "Flexibility of the Representative Route" (page 4-92). Obviously, flexibility regarding location and even method of construction must be retained as a general matter. However, the text of the FEIS needs to be consistent as it pertains to the Section 4.7.7 language in that the preferred action and Preferred Alternative studied and approved in the ROD includes ONLY the tunnel under the Connecticut River and Old Lyme Historic District described in Section 4.7.7. (iv.) The ROD should address the mismatch between the text (the construction method as tunnel) of Section 4 and Figure 4-10 and Appendix AA Section 2, Sheet 7 (page AA-27). ALL OTHER LOCATIONS OF TUNNELS DESCRIBED IN THE FEIS AS TUNNELS ARE LABELD AS SUCH. (v.) The existing Section 4.7.7 text is not clear that the tunnel includes the Connecticut River crossing in addition to the Old Lyme Historic District. (vi.) All references to a new bridge across the Connecticut River should be removed from the FEIS including the construction Appendix. (vii.) Additional Section 7 text could clarify this matter as Table 7.9-2: Environmental Consequences: Representative Route – Cultural Resources and Historic properties in the Preferred Alternative as 0, this IS NOT THE CASE IF THERE IS NOT A TUNNEL AT OLD LYME, and even with a tunnel, the FGM will be affected. **Additional clarifying language and documentation of the ROD approval is required. Furthermore, Figure 4-10 and Appendix AA**

Section 2 Sheet 7 should be re-issued as errata clearly having the graphic depiction of this Preferred Alternative match the language of the body of the FEIS and the clarification language in the ROD. Specifically, the ROD shall limit the construction method to tunnel under the Connecticut River and the Old Lyme Historic District as the only alternative if the Old Lyme Historic District must be traversed. This prevents damage here and now to the FGM and Historic District generally, while giving the Agency flexibility for above ground construction should the Tier 2 alternatives include crossing the Connecticut River to the South of the Old Lyme Historic District, as the existing NEC does, and then going North. The Failure of textual specificity, potential to re-interpret the text of the FEIS differently in the future and inconstant figures to the text are all clear failures of the adequacy of the FEIS and failure to adhere to the FRA Procedures. The Agency's "hard look" obligations clearly are not met if the ROD remains unclear and inconsistent on the Old Lyme tunnel issue.

Comment 2: **FEIS failed to study – at all, the largest tourist destination in State**. The Agency should be clear in the text of the ROD and any mapping related that the Bypass will avoid the important cultural resource of the Mystic Aquarium and Institute for Exploration a recent recipient of the National Medal for Museum and Library Science and the largest tourist destination in the State. The FEIS process outlined in Section 7 did not pick up this exceedingly important cultural resource; however, it is the largest tourist destination in the State. The current figures in the body of Section 4 (Figure 4-10) and the Map (Section 2 Sheet 7, page AA-25) in Appendix AA are far from clear. Obviously, no routing process would ultimately drive a rail line through the Mystic Aquarium, or land to the South which rapidly encroaches on the Mystic Seaport and Mystic Historic District. So, please **say that in the ROD**. The text of 4.7.7 and page 4-92 do not address this Mystic Issue, and should be changed to provide exclusionary language. Figure 4-10 and Appendix AA Map Section 2 Sheet 7 could be read such that the line will be located on what is now the I-95 freeway access to the Mystic Aquarium complex the red text box should provide exclusionary language. Lack of identification of the Mystic Aquarium as an important cultural resource is an example of the inadequacy of the FEIS, failure to comply with FRA Procedures, and needs to be resolved in the ROD.

Comment 3: **Fail to perform study required by NEPA and FRA Procedures**. The failure to be clear on the construction method crossing the Connecticut River/Old Lyme Historic District and the Mystic Aquarium will negatively affect the ability to fund historic preservation in Old Lyme and Mystic generally AND the ability to fund these important cultural resources **in the here and now** – and by which I mean in January 2017. For example, the FGM's ability to raise funds will be **materially, adversely and negatively impacted** by the Threatened Condemnation implicit in the current Figure 4-10 and Map Segments 18 and Section 2 Sheet 7. Again, at this narrow pinch-point, the representative line is an actual line no wider than 500 yards. On this narrow matter – the impact to the Old Lyme Historic District/Mystic will be adverse, negative and immediate. **Failure to correct these matters in the ROD will have an IMMDIATLY NEGATIVE IMPACT ON THE ENVIRONMENT - - and an impact not studied at all in the FEIS, and a**

therefore, Decision not properly made under NHPA[3], NEPA[4], CEQ Regulations[5], or FRA Procedures (see 40 C.F.R. 1502.16(f)). Whereas the Tier 1 Bypass route is representative of the actual route plus or minus 2 ½ miles, at the pinch-point of Old Lyme this representative route shown is the only viable path that traverses the Old Lyme Historic District and the line becomes a line.

Comment 4: **Suggested Improvement to Crossing Thames River**. The Preferred Alternative should **include the flexibility** go under I-395 as planned and described in the FEIS, and then CROSS THE THAMES RIVER NORTH of the US Navy Base at new (and less expensive) bridge where the River is quite narrow rather than crossing on the Gold Star Bridge which spans wide mouth of the Thames River and has the negative impact on national security described herein. This will minimize the economic impact to New London, and avoid Connecticut Collage, the US Coast Guard Academy, Lyman Allyn Art Museum, and the US Navy Base at Groton – all of which would be impacted as currently proposed. This alternative route would cost much less to construct and maintain. Slight changes to 4.7.7 and Appendix AA could document this flexibility.

Comment 5: No SEIS prior to approving FEIS. The **FEIS differs from the DEIS in a material, substantial and significant manner** such that a Supplemental EIS should have been prepared to comply with the FRA's Procedures. Specifically, the FEIS changed the construction method over the Connecticut River and Old Lyme Historic District to a major tunnel and made material changes from the DEIS Alternative 1 to the representative route described as the Preferred Alternative in the location of the Bypass. This issue is obviously material: it was the source of 58% of DEIS comments. The Agency realized the importance of these matters and made considerable strides to remedy the DEIS. Nevertheless, given the importance of these issues and obvious environmental controversy, the Agency should have published a SEIS, received comments, held a local hearing in the location of the Bypass, and then issued the FEIS/ROD. The public was not informed or provided the opportunity to comment prior the FEIS' approval. See FRA Procedures Section 13(e), etc.

Comment 6: **Failure to record and respond to public comments**: I made comments to the DEIS electronically via the web interface. At the time, ALL of my comments were viewable; however, only a small portion of my comments are included in the FEIS Appendix JJ.

Comment 7: **Inadequacy of 4(f) Determination**: this FRA major decision impacts 4(f) Protected Properties absent limiting 4(f) protections in the FEIS – such as identifying all 4(f) Protected Properties or exclusionary language related to 4(f) Properties along the Bypass. Many 4(f) properties are missing from Appendix HH. No 4(f) Determination is documented in the FEIS as required under FRA Procedure Section 12 as it relates to the Bypass. The FEIS did not adequately address coastal management issues as required by FRA Procedure 14(n)(9).

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[3] National Historic Preservation Act ("NHPA") (P.I. 89-665; 80 Stat. 915; 16 U.S.C. 470)
[4] National environmental Policy Act ("NEPA") (P.I. 91-190; 83 Stat. 852; 42 U.S.C. 4321)
[5] CEQ *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act,* (40 C.F.R. Parts 1500-1508)

Comment 8: **DOD/USGCA Lack of Notice**[6]: Given the location of the US Navy Base at Groton, the US Navy and the Department of Defense are affected by the preferred action, and were not provided notice (See FEIS Appendix FF). The US Coast Guard Academy likewise was not provided notice although there were other Coast Guard Department notice parties. Failure to notice relevant impacted governmental agencies is a violation of the FRA Procedures. The proposed Thames River crossing co-located with the existing Gold Star Bridge may **not be feasible due to national security reasons**. The US Navy has in the past objected to structures whose failure could trap an entire fleet – such as the submarine fleet located at the US Naval Base Groton.

Comment 9: **No local public hearing**: given the actual environmental controversy manifest and the foreseeable nature of this controversy, under FRA Procedure 9(b): (1) a local hearing should have been held in the area impact of the Bypass – this was not done as hearings were held in "distant" Hartford and New Haven – neither of which are impacted by the Bypass, and (2) a local hearing **should be held** before a decision is made. This is a clear departure from existing FRA Procedures and from CEQ Policy.

Comment 10: **FEIS lack of completeness and inadequacy generally**: Section 106 consolation was inadequate. The Section 7 historical and cultural identification procedures failed in that they limited the study to resources already a NRHP or NHL. This picked up the FGM and the Old Lyme Historic District. The procures failed to look at the identified resource. For example, in Old Lyme, there is a collage campus in the Preliminary API. In Mystic, the Mystic River Historic District was picked up, but not the Mystic Aquarium, while eligible for NHL designation, does not have it. But, it is the largest tourist destination in the State. The USCG Academy is in the Preliminary API, but did not show up on the USPS registry. I could go on. Errors in the study method and in Appendix EE09 had knock on impacts. FEIS Appendix AA Mapping fails to depict important Environmental Resources for example the in Map Segments 18 and 19 and in Section 2, the segments that depict **the entirety** of the Bypass, carry on these defects and add to the inadequacy in that the most resources identified were not described on the Maps. Without limitation, missing in Old Lyme are, the Old Lyme Historic District, the Lyme Art Association, the Lyme Collage of Fine Arts, the FGM (a National Historic Landmark), the economic resource of the commercial district of Old Lyme, in the New London area missing are the US Navy Base at Groton, the US Coast Guard Academy, Connecticut Collage, the economic resources of the Waterford and New London malls and the Groton commercial district, and in the Mystic area the Mystic Aquarium, Mystic Seaport, the Mystic Historic District, and the important cultural and environmental resource of the Mystic Aquarium area commercial district. Appendix EE09 Cultural Resources is missing MOST of these items or where picked up failed to adequately carry the data through to Appendix AA, Maps, or Section 7. For example, the FGM is shown in Appendix EE09, but NOT in Section 7 as an impacted NHL, and is not shown on any of the maps. Appendix EE09 and Section 7 further error due to the listing as NFL Consequences of the proposed action as zero. This is not the case, and without limitation, is missing the FGM that is

[6] 40 C.F.R. 1503.1(a)(1)

a NHL; this is true if and only if there is an Old Lyme Tunnel, and even then, the FGM will be impacted, although significantly mitigated. Appendix EE04 Parkland Wild and Scenic rivers is not complete. These failures are themselves evidence of inadequacy and of the completeness of the FEIS and the FEIS to comply with FRA Procedures and CEQ Procedures, see FRA Procedures Section 10.

Comment 11: addressing these issues is a Tier 1 matter. The FEIS is insufficient both in process and in content taken as a whole related to the Bypass area and this insufficiency meets the "rule of reason" test[7]. The Bypass generally is an essential element of the programmatic action, see FRA Procedures Section 4(g)(1), and the comments made herein are high level, affect immediate impacts of approving the preferred action, and germane and appropriate to this Tier 1 process. The FEIS is missing important items from its analysis, and by way of example and not limitation, lack of clarity of the OL Issues and the need to memorialize the tunnel if the Tier 2 study results in a traversing of the Old Lyme Historic District and the failure to seek DOD input. The Preferred Alternative as documented may not be a viable alternative. Clearly given the number and nature of the defects and the insufficiency and lack of completeness of the FEIS, the Agency has failed to comply with its Procedures and has not met its "Hard Look" obligations. **At the highest level, if the Mystic Aquarium was missed, and it's unclear if one is smashing through the FGM or going underground – there was not a hard look; the proof of inadequacy is in the end product.**

In Conclusion

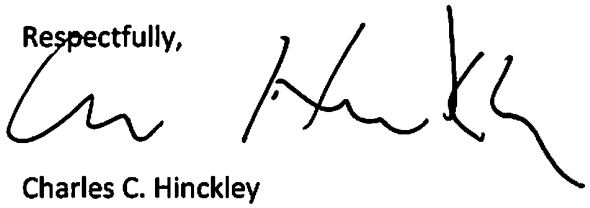
I view comments 5 – 11, as no harm, no foul, please address comments 1 – 4 in the ROD.

Remedying these Bypass issues is not difficult, less expensive than the Preferred Alternative as described in the FEIS, is in the public interest, and consistent with FRA Procedures and CEQ Policies and objectives. Toward the achievement of Comments 1-3, I stand ready to assist the Agency in any way.

An important cultural resource the Florence Griswold Museum is remarkable not only in its architecture, and collection of American Impressionist art, but in its Place – the historic and historical house itself is a work of art on the interior as important historical figures painted interior door panels, the kitchen walls, etc. Additionally, this was the exact location, physical structure, and vista of the inception of the American Impressionist Art movement centered in Old Lyme at the turn of the twentieth century. These attributes of Place cannot be mitigated.

I hope the Agency, staff and its subcontractors view my comments as constructive and take my offer to help as sincere.

Respectfully,



Charles C. Hinckley

[7] Swanson v U.S. Forest Serv., 87 F.3d 339, 343 (9th Cir. 1996)

Attachment: Hand mark-up of FEIS

cc: John Forbis (Old Lyme Historic District Commission)
Jeffery W. Anderson (Florence Griswold Museum)
Congressman Joe Courtney
Senator Blumenthal
Bonnie A. Reemsnyder Town of Old Lyme
David Carol (PB)
Ruby Siegel (AECOM)
CT DOT

F-0223 Hinckley_Charles

4.7.7 Connecticut

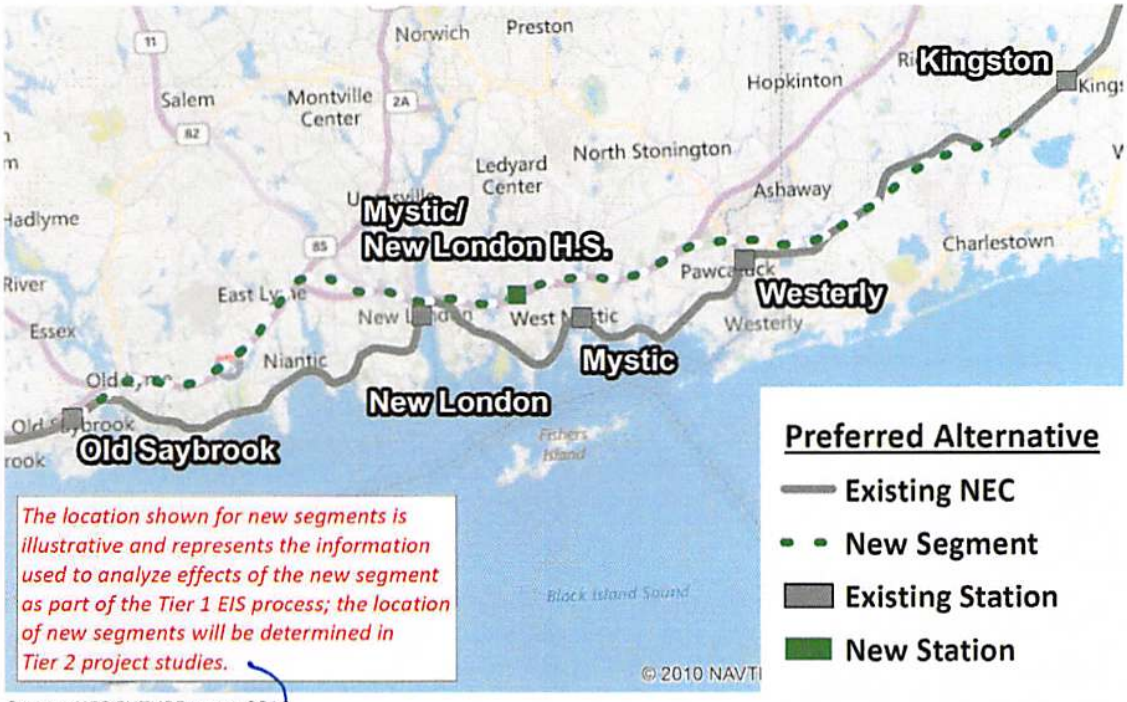
- **NEC –** The NEC would be upgraded to four tracks between Branford and Guilford.
- **Hartford/Springfield Line –** The Hartford/Springfield Line would be electrified between New Haven and the Connecticut/Massachusetts state line and upgraded to two tracks between Hartford and the Connecticut/Massachusetts state line. Signal systems and grade crossings would be upgraded as appropriate (improvements to the Hartford/Springfield Line in Massachusetts are described in Section 4.7.9). Improvements to the Hartford/Springfield Line also include in-kind replacement of the Hartford Viaduct (through downtown Hartford) and upgrades to the Connecticut River Bridge in Windsor Locks, CT, to accommodate second track service. The Hartford/Springfield Line runs roughly parallel to Interstate 91 (I-91) between New Haven, CT, and Springfield, MA. In Connecticut, beginning at the Mill River, the Hartford/Springfield Line runs north, primarily at-grade and on the west side of the Connecticut River through the municipalities of Hamden, North Haven, Wallingford, and Meriden in New Haven County, CT. The Hartford/Springfield Line crosses into Hartford County, CT, near Silver Lake, and continues north primarily at-grade through the municipalities of Berlin, New Britain, Newington, entering the city of Hartford on an aerial structure near Interstate 84 (I-84). The Hartford/Springfield Line continues north through Hartford County mostly at-grade through Windsor and Windsor Locks on the west side of the Connecticut River, before crossing the Connecticut River on a major bridge into Enfield, CT. The Hartford/Springfield Line continues north on the east side of the Connecticut River, entering Long Meadow in Hamden County, MA, west of I-91.
- **New Rochelle to Greens Farms –** New, two-track infrastructure, continuing from Westchester County, NY, through coastal Fairfield County, parallel to I-95 typically on embankment or aerial structure through Greenwich, Stamford, and Norwalk; terminating in Westport west of Greens Farms rail station.
- **Old Saybrook-Kenyon –** New, two-track segment beginning east of Old Saybrook rail station, shifting north of the NEC, *crossing the Connecticut River in tunnel under Old Saybrook and Old Lyme*, continuing in a series of tunnels, trenches, and aerial structures parallel to I-95 through East Lyme. The new segment shifts northeast and continues a short distance parallel to I-395 in Waterford before crossing to the south of I-395 in tunnel and continuing east adjacent to I-95. The segment crosses the Thames River in New London, between the eastbound and westbound bridge spans of I-95 and continues on embankment or aerial structure parallel to I-95 through Groton and Stonington, crossing the Pawcatuck River north of the NEC into Westerly, Rhode Island (Figure 4-10). *This new segment is a refinement to Alternative 1. Based on comments received on Alternative 1, the FRA changed the construction type to tunnel for the ~~representative~~ route between Old Saybrook and East Lyme, CT, to avoid the use of an aerial structure in the historic district of Old Lyme.* 1 2
- **Stations –** New Local stations providing connections to the NEC would be located in Barnum (East Bridgeport) and Orange. Platforms would be added to Stamford station to enable Intercity services to make stops on the express tracks. Greens Farms would be modified to support Intercity and Regional services. Improvements would be made at New Haven Station to facilitate smooth Intercity and Regional rail train movements into and out of the station. A new Mystic/New London Major Hub station would be located on the Old Saybrook-Kenyon New

#2 Additionally, all Tier 2 studies will avoid the ~~Mystic Seaport~~ Seaport/Mystic Aquarium and Mystic to the South of I-95.

#1 Notwithstanding alternatives discussed herein, all Tier 2 studies will avoid above ground routing through the Old Lyme Historic District

Segment in New London County. New Local stations providing connections to the Hartford/Springfield Line would be located in North Haven, Newington, West Hartford, and Enfield. Hartford Station would be modified to support both Intercity and Regional services. New Haven and Old Saybrook stations would be improved but would not change station type.

Figure 4-10: Old Saybrook-Kenyon New Segment – Connecticut and Rhode Island



Source: NEC FUTURE team, 2016
Note: Approximate station footprints shown
Background Image Source: Microsoft Bing Maps. Accessed July 2015

a tunnel from Old Saybrook through East Lyme shall be ~~sited~~ located as as will be determined in the Tier 2 project study.

Flexibility of a Representative Route

The FRA applied the concept of a "Representative Route" for the NEC FUTURE environmental effects assessments. This concept is useful as a basis for evaluating environmental effects while also providing flexibility to modify a proposed routing during subsequent planning and project development processes. In that way, the Representative Route is representative of the potential effects of an alternative but not limiting in its final design and implementation. The range of potential effects are bounded by an Affected Environment of varying dimensions and a broader Context Area that further allowed the FRA to highlight any environmentally sensitive features that might be within 2-1/2 miles on either side of the Representative Route. (See Chapter 2, Readers' Guide, for additional information.)

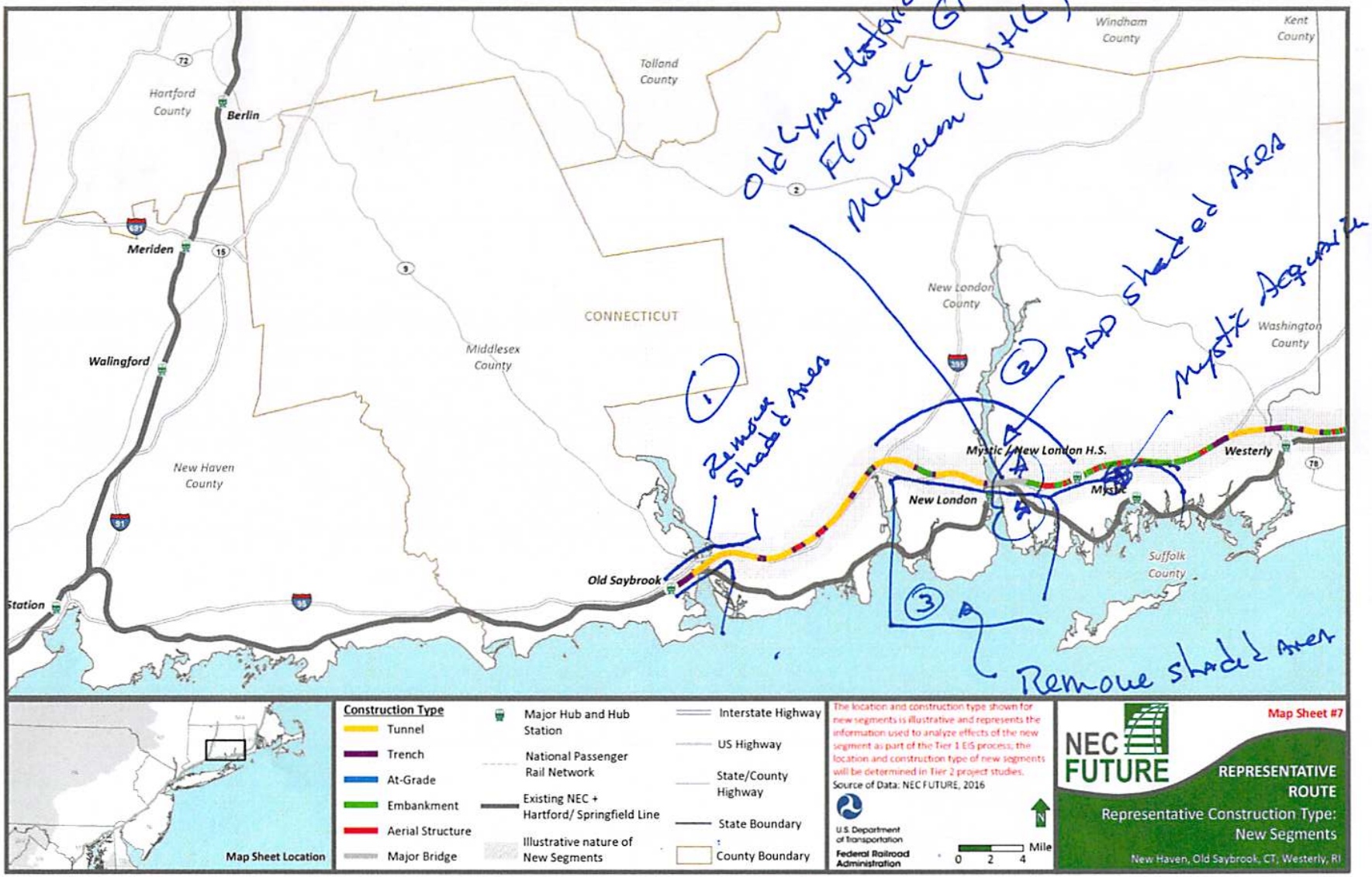
The Representative Route does not identify a specific track alignment or line on a map; those specifics will require further analysis in subsequent Tier 2 project studies. The flexibility to consider routing options ensures that specific local concerns that are not addressed in the programmatic scale of this Tier 1 evaluation will be considered in the subsequent Tier 2 project studies. For example, in light of specific concerns with potential impacts to the historic district of Old Lyme, CT, and the Connecticut River estuary, the FRA would require evaluation of alternative routings to identify an alignment that minimizes environmental effects and achieves the desired passenger benefits. As a result of the Tier 2 project study, the alignment between Old Saybrook, CT, and Kenyon, RI, could shift north ~~or south~~ of the Representative Route.

4.7.8 Rhode Island

- **NEC** – The NEC would be upgraded to three tracks and a parallel freight track added between Kenyon and Davisville. The NEC would be upgraded to four tracks between Greenwich and Warwick, and between Pawtucket, RI and Sharon, MA.
- **Old Saybrook-Kenyon** – New two-track new segment, primarily on embankment or at-grade, continuing from New London County, CT, east through Westerly, RI, adjacent to the NEC, shifting south through Branford and Wood River Junction, reconnecting to the NEC in Kenyon, north of the Pawcatuck River.
- **Stations** – T.F. Green Station would be modified to support Intercity and Regional services. A new Local station would be located in Pawtucket. Kingston station would be improved but would not change station type.

4.7.9 Massachusetts

- **NEC** – Track and junction improvements would be made to the NEC between Canton Junction and Readville to permit smoother trains movements. The NEC would be upgraded to four tracks between Pawtucket, RI and Sharon, MA.
- **Hartford/Springfield Line** – The Hartford/Springfield Line would be upgraded to two tracks and electrified between the Connecticut/Massachusetts State Line and Springfield, MA. Signal systems and grade crossings would be upgraded (i.e., quad-gates) as appropriate. The Hartford/Springfield Line continues at-grade north between the Connecticut River and I-91, entering Springfield, MA, near Forest Park, and continuing north before turning east and crossing under I-91 at-grade, terminating at Springfield Union Terminal.



F-0223 Hinckley_Charles

27 DEC 2016 PM 5 L

FUTURE
DoT Federal Railroad Administration
Bowling Green, Suite 429
York, NY 10004

-145204

F-0224 Tremblay_George

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

27 December 2016

Re: Railroad through Charlestown, RI

To Whom It May Concern:

The following correspondence was sent to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse, and U.S. Representative James Langevin:

Charlestown experienced a surprise Christmas-week announcement by the Federal Railway Administration that the FRA plans to bisect our town with a new high-speed track that runs from its western edge through homes in the bucolic Burdickville village, across a four-generation farm-to-table operation on top of Schumankanuc Hill, over Native-American tribal land through the center of the 1,100-acre Carter Preserve (owned by The Nature Conservancy), and splitting the Revolutionary-era Amos Green Farm, adjacent properties protected by conservation easements, and federally funded Historic Columbia Heights housing, to reconnect with the existing railroad near the eastern edge of town. A vigilant citizen picked up on the stealth Christmas-week announcement, and sounded the alarm. Although this plan has enormous impact on protected and preserved lands in Charlestown, no effort was made by the FRA to consult town government about the plan. Bureaucratic announcements in arcane federal bulletins don't excuse neglect of local government in official correspondence on issues of local concern. I urge you to exercise whatever authority you have to stop this plan until adequate engagement of local government is achieved.

Respectfully yours,

George Tremblay

George Tremblay
[redacted]
Charlestown, RI 02813

HARTFORD CT 061

24 DEC 2006 PM 2 L

F-0225 Guild_George

IEC FUTURE
I.S> DOT Federal Railroad Administration
)ne Bowling Green Suite 429
lew York, NY 10004

-145204

Gerald A. Guild
[redacted]
Lyme, CT 06371-3021
[redacted]

December 23, 2016

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

Ladies and Gentlemen:

I was shocked to read about the announcement last Friday of the Tier 1 Proposal for a "representative route" from Old Saybrook, CT north to Kenyon,RI as part of the high speed rail service project for Washington to Boston.

This proposal is devastating to Old Lyme, CT in terms of historical buildings, the main part of the historic district, disruptive of commercial and cultural activities and will be economically disastrous to the entire town, and surrounding towns nearby.

Even the palliative of a tunnel does not begin to address these issues and may, in fact, create major ecological issue as well.

Clearly a more thorough study of Tier 1 must be accomplished before even moving forward to Tier 2. Better alternate routes are available.

Moreover this announcement in the midst of the hectic, busy holiday season prevents many interested parties from expressing their views with the short deadline of the end of January. At the very least please grant an extension of an additional 60 days so citizens in this area will have a chance to respond. We were informed by local residents of RI that people in RI only saw this proposal for the first time last Friday.

High speed rail is a desirable goal for the future, if it is affordable, and not disproportionately disruptive to communities along the way. We must take the necessary time to plan completely and competently. Too much is at stake to rush to judgment, which appears to be the case with this announcement last Friday.

Thank you for your consideration of the contents of this letter,

Very truly yours,

Gerald A. Guild

Nancy Mol
[redacted]

F-0226 Mol_Nancy

HARTFORD CT 061

23 DEC 2016 PM 5 L

DEC 27 PM

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

10004-145204

F-0226 Mol_Nancy

Nancy A. Mol

[redacted]

Old Lyme, CT 06371

December 22, 2016

NEC Future

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Dear NEC Future,

I have been a homeowner in Old Lyme, CT for nearly twenty years and have worked in the local school system for thirty three years. I am seriously opposed to NEC Future Alternative 1. This plan of putting a tunnel through our town would be devastating to us on so many levels.

Old Lyme households, Regional School District 18, Lyme Academy College of Fine Arts, Florence Griswold Museum and service buildings and businesses greatly rely on well water and septic systems. Tunneling through will be detrimental to our drinking water and waste systems.

The town of Old Lyme's Historic District includes more than eighty properties of residences, nonprofit Arts, cultural and youth services, our local public schools, the town hall, public library, Lyme Academy College of Fine Arts and Florence Griswold Museum. NEC Future Alternative 1 plan would destroy our properties and historical sites. Real-estate in our town would be drastically affected.

The town of Old Lyme relies on tourists through much of the year. This NEC Future Plan would devastate our economy.

Environmentally, there would be permanent desecration to our wetlands, marshes, tidal waters, habitats and numbers of animal species.

Further opposing concerns regarding the astronomical effects of NEC Future Alternative 1 need to be considered by your committee and our legislators. Additional time is needed to collect and share information with shoreline towns and state legislators. I am requesting an extension of sixty days before the NEC Future Final EIS decision is made.

Sincerely,

Nancy A. Mol

Nancy A. Mol

Cc: Ms. Bonnie A. Reemsnyder, First Selectwoman of Old Lyme, CT

ncy M Mikkelson
[redacted]

F-0227 Mikkelson_Nancy

HARTFORD CT 061
23 DEC 2016 PM 4 L

DEC 27 PM 1:40

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

10004$1452 C014

U.S DOT Federal Railroad Administration

New York, New York

Gentlemen:

This letter is to comment on the proposed 'high speed' railroad plans to run through

Eastern CT and Rhode Island to Boston.

We are now former users of rail travel having arrived at advanced age. We have been to NYC by train, D.C many times; and, for the first time 2 years ago, Boston.

If one needs to see the Thanksgiving parade in NYC, you make the early train. Same with the wedding in Boston. Why on earth is all this hoop la about saving 45 minutes from NYC to Boston?

What might help is a good bus connection to needed appointments and festivities.

As for those extra 45 minutes, finish your coffee and read three more chapters in your book!

Very sincerely,

Nancy Mikkelson 12/23/16

[redacted]

Niantic, CT 06357

F-0228 Johnson_Sally

12-28-2016

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429

Rebecca Reyes-Alicea
NEC FUTURE Program Manager, Northeast
Corridor Joint Program Advisor
U.S. Department of Transportation
Federal Railroad Administration
One Bowling green, Suite 429
New York, NY 10004

JZV-SSB 10004

CITY OF NORWALK
Harry W. Rilling
Mayor
hrilling@norwalkct.org
norwalkct.org
P: 203-854-7701 / F: 203-854-7939
Norwalk City Hall
125 East Avenue, PO Box 5125
Norwalk, CT 06856-5125

December 27, 2016

Rebecca Reyes-Alicea
NEC FUTURE Program Manager, Northeast Corridor Joint Program Advisor
U.S. Department of Transportation
Federal Railroad Administration
One Bowling green, Suite 429
New York, NY 10004

Dear Rebecca,

Thank you for your letter dated December 16th regarding NEC FUTURE Tier 1 Final Environmental Impact Statement. Please send the documents on a USB drive to:

Mayor Harry W. Rilling
Mayor's Office
City of Norwalk
125 East Avenue, Room 236
Norwalk, CT 06851

Best regards,

Sally Johnson
Executive Assistant to the Mayor

PROVIDENCE RI 029

30 DEC 2005 PM 4 L

US DOT Federal Railroad Admin.
One Bowling Green Suite 429
NY, NY 10004

10004-145204

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on **December 25th** from a friend.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.!!!

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Most Sincerely

Anne Marie Tavenes

(P.S. Find other projects using taxes that will benefit our world and not negatively impact it!!! ☺)

NEC FEIS Comments - RECORD #244 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Ellie
Last Name : Krasney
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea,

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016.

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Ethel Krasney
[redacted]
Old Lyme, Connecticut 06371
[redacted]

NEC FEIS Comments - RECORD #245 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madam: This message is to urge you to extend the public comment period relating to the proposed route of the Eastern corridor high speed rail one of the alternates of which would take the route across the Connecticut River through Eastern Connecticut. That alternative would have devastating consequences for the local area. The residents of that area need more time to assess the complete effect such a project would have.
Respectfully, Robert Webster
Lyme, Ct,
Sent from XFINITY Connect Mobile App

NEC FEIS Comments - RECORD #246 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Katherine
Last Name : Klarnet
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Katy Klarnet
[redacted]
Old Lyme, CT 06371

[redacted]

Sent from my iPhone

NEC FEIS Comments - RECORD #247 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Jonathan
Last Name : Sharr
Stakeholder Comments/Issues :

FRA,

As a resident and homeowner of Old Saybrook, CT I'm writing to
express my *support
for the northeast corridor improvement plan that will add a new segment in
the southeastern portion of Connecticut*. I find rail incredibly important
for this region and feel that the new segment is the best option. I oppose
the plans that divert high speed rail away from the shoreline. Rail is
needed for the economic viability of this area.

Thank you.

Regards,

Jonathan E. Sharr
[redacted]
Old Saybrook, CT 06475
[redacted]

NEC FEIS Comments - RECORD #248 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : David
Last Name : Cook
Stakeholder Comments/Issues :

As an Old Lyme resident, I would like to voice my strong request that the current 30 day comment review waiting period on the proposed high speed railway be extended to 60 days. This issue is very important to many people In the surrounding area and requires additional input from the community and other stakeholders.

I would appreciate it if you could do all you can to approve this extension.

Thank you!!

David Cook
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #249 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Carol
Last Name : Farman
Stakeholder Comments/Issues :

Please grant a 60 day extension for the comment review period of the high speed rail track which would have negative effects on our historic town of Old Lyme.

Thank you,
Carol C. Farman
Old Lyme

NEC FEIS Comments - RECORD #250 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Joseph
Last Name : Wollack
Stakeholder Comments/Issues :

Please extend the 30 day review period for new train route to 60 days so that appropriate public comments can be made.
Thank you.

Sent from my iPhone

NEC FEIS Comments - RECORD #251 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : EDMUND
Last Name : GREENE
Stakeholder Comments/Issues :

?we need an extension on the review period for the routing of high speed rail thru lyme and old lyme. please help us with this

NEC FEIS Comments - RECORD #252 DETAIL

Status : [redacted]
Record Date : 1/6/2017
First Name : Sarah
Last Name : Noyes Seene
Stakeholder Comments/Issues :

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
- The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
- The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Sarah Noyes Seene
Email address: [redacted] Date: 1/6/17

NEC FEIS Comments - RECORD #253 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : Sharon
Last Name : Cooke
Stakeholder Comments/Issues :

I believe it is urgent that a 60-day extension be granted for comments and further exploration for railroad plans that would in effect destroy the exquisite, historically important village of Old Lyme, Connecticut. I am currently unaware of even one general meeting designed to fully educate the public as to exactly what this change would do, why it is important, and why the money shouldn't be spent on much needed infrastructure repairs such as widening I-95.

Sharon Cooke

NEC FEIS Comments - RECORD #254 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : Penny
Last Name : Smyth
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:
There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Jean Penelope Smyth
[redacted]
Lyme, CT 06371
[redacted] January 6, 2017

Jean Penelope Smyth
[redacted]

NEC FEIS Comments - RECORD #255 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : David
Last Name : Rhum
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: ___David Rhum_____
Address: __[redacted] _____
Town, State, Zip: __Old Lyme, CT 06371_____
Email address: [redacted] ___Date: 6January2017

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NEC FEIS Comments - RECORD #256 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : Peter
Last Name : Lawrence
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 7th.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Peter Lawrence

NEC FEIS Comments - RECORD #257 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name :
Last Name : Larry
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 6, 2017.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Larry J. Lawrence

NEC FEIS Comments - RECORD #258 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : Sally
Last Name : Lawrence
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Sally P. Lawrence

NEC FEIS Comments - RECORD #259 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : maryelizabeth
Last Name : lawrence
Stakeholder Comments/Issues :

To Whom It May Concern:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 6, 2017.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

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Sincerely,

Mary Elizabeth Lawrence

NEC FEIS Comments - RECORD #260 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name :
Last Name : jpstratton
Stakeholder Comments/Issues :

>
> January 7, 2017
>
> To:
> Rebecca Reyes-Alicea, Program Manager, Federal Rail Administration
> One Bowling Green-Suite 429
> New York, NY 10004
>
> From:
> John Stratton, [redacted] Old Lyme, Connecticut 06371
>
> I am writing as an Old Lyme resident and member of the Old Lyme Economic Development Commission in opposition to the proposed Old Saybrook CT-Kenyon RI rail bypass. As a resident of this town for more than 50 years, I have come to appreciate the care and foresight of the community in preserving its heritage—and its economic core—of national-level arts, history, architecture, and quality of life.
>
> I understand the limitations of the existing rail line, but believe that it can be substantially improved at a fraction of the cost of the bypass and its attendant, destructive, takings of open-space-designated land, historic dwellings, and community-based business centers—all to save a few minutes of time on a rail journey of hours for business travelers.
>
> Fix the existing system with incremental improvements; eliminate the bypass from your planning.
>
> —John Stratton

NEC FEIS Comments - RECORD #261 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : Ruth
Last Name : Platner
Stakeholder Comments/Issues :

Dear Sir or Madam:

On December 18 2016, both the citizens and government of Charlestown Rhode Island first became aware of the NEC Future Tier 1 Final EIS and the plan to add a new section of rail through Charlestown. That notice came from members of the Charlestown Citizens Alliance (CCA) who had seen a television news story on December 16 about the plan's impact on Providence, had then read the entire Final EIS, and published a story about the impacts on Charlestown.

The Town of Charlestown and other South County towns were not aware or involved in the scoping process that began in 2012, and we were not aware in any meaningful way of the Draft EIS or of any comment periods in 2015.

On December 29, 2016, all towns in the North East Corridor received a form letter from the Federal Railroad Administration, dated December 16, announcing the availability of the Tier 1 Final EIS. The form letter gives no hint that the Plan has any relevance to or impact on Charlestown. Had the town not become aware of the impact on Charlestown from the CCA publication, the letter from the FRA might not have triggered a timely response. The receipt date of December 29 would have also reduced the time to respond by an additional 11 days. The timing of the release of the EIS during the Christmas holiday season when many are away also serves as an impediment to a response.

Had someone followed the web link in the letter and searched the entire website for "Charlestown", nothing would have come up except the same address on the letter included in the distribution list. After finding nothing for Charlestown, would they have then read through thousands of pages looking for a connection to Charlestown? Hard to know, but for towns outside of CCA's distribution, there still seems to be no awareness.

The EIS, planning, and preliminary engineering etc., is prepared by Parsons Brinkerhoff/AECOM Joint Venture. It's reported that $40 million has been spent so far on this planning process. How hard would it be to spend a few more pennies to write a letter stating that the plan includes /"new rails and a new rail route in your community"?/ Or better

yet, why not have included the towns in the scoping process from the very beginning?

The Tier 1 Final EIS is deficient with respect to impacts in Charlestown, and the entire EIS process from scoping in 2012 until and including the December 2016 release of the Final EIS has not followed the spirit of the National Environmental Policy Act (NEPA). These two are related as the failure to follow the spirit of NEPA and actively engage and collaborate with the affected community and local stakeholders has resulted in significant omissions in the natural and cultural resource data. The FRA's use of incomplete data has resulted in gross underestimations of impact.

Charlestown is not named in any of the materials at the NEC Future website. The Town is impacted because it lies along the "Old Saybrook to Kenyon Bypass" where two new rails will be added in a new location. This bypass is described in Chapter 7.1, /"New or Upgraded Segments"/, as having the highest acreage's of impact. As a town with these extreme levels of impact, the FRA should have ensured that Charlestown was engaged and involved from the earliest stages.

NEPA requires a scoping process that is the period in which the federal agency and the public collaborate to define the range of issues and possible alternatives to be addressed in the EIS. During the FRA scoping process, which started in February 2012, would have been the best time to engage the local towns and discover what parkland and natural, cultural, and agricultural resources existed in the Bypass area. Charlestown was not aware of the scoping process. Had the FRA made meaningful local contact at this time, they would have been introduced to The Nature Conservancy, the Westerly and Charlestown Land Trusts, the Wood Pawcatuck Watershed Association, the Charlestown Historical Society and others and the FRA would have benefited from much better data for their EIS. None of these non-profit stakeholders were contacted or notified.

Now the Tier 1 Final EIS has been published, the results of this flawed NEPA process are apparent in the documents. In the Charlestown area of the "Old Saybrook to Kenyon Bypass" the EIS has data omissions and erroneous decisions in every area. The lack of data allows the EIS to grossly underestimate the human, environmental, cultural, and agricultural impacts.

The same form letter that Charlestown received at the end of December was sent to the following other towns: East Providence, Pawtucket, Providence, Warwick, Cumberland, East Greenwich, Exeter, Foster,

Glocester, Hopkinton, Johnston, North Kingstown, Richmond, Smithfield, South Kingstown, Westerly, Cranston, and Central Falls. At the draft stage these same towns got a similar form letter. Only Providence, Central Falls, and Pawtucket responded, but they received other forms of notice and promptings to help them gain awareness of the process.

Since CCA sounded the alarm on the FRA plan, citizens and the government in nearby Richmond have become aware that they would also be severely impacted by the FRA plan if the EIS is approved and the plan eventually implemented, yet they believe they were never noticed. East Greenwich is slated to increase from 2 to 4 rails through their town. That expansion, should it happen, will likely result in many real estate takings. There are no comments in the draft from East Greenwich. Do they know now? Stories like this exist all along the North East Corridor. Most communities still have no idea of the EIS process.

From Washington DC to Boston Massachusetts municipalities received these form letters. The FRA points with pride to the receipt of 3,200 comments at the draft stage. Those comments almost exclusively came from Connecticut where a group luckily discovered the plan and sounded the alarm.

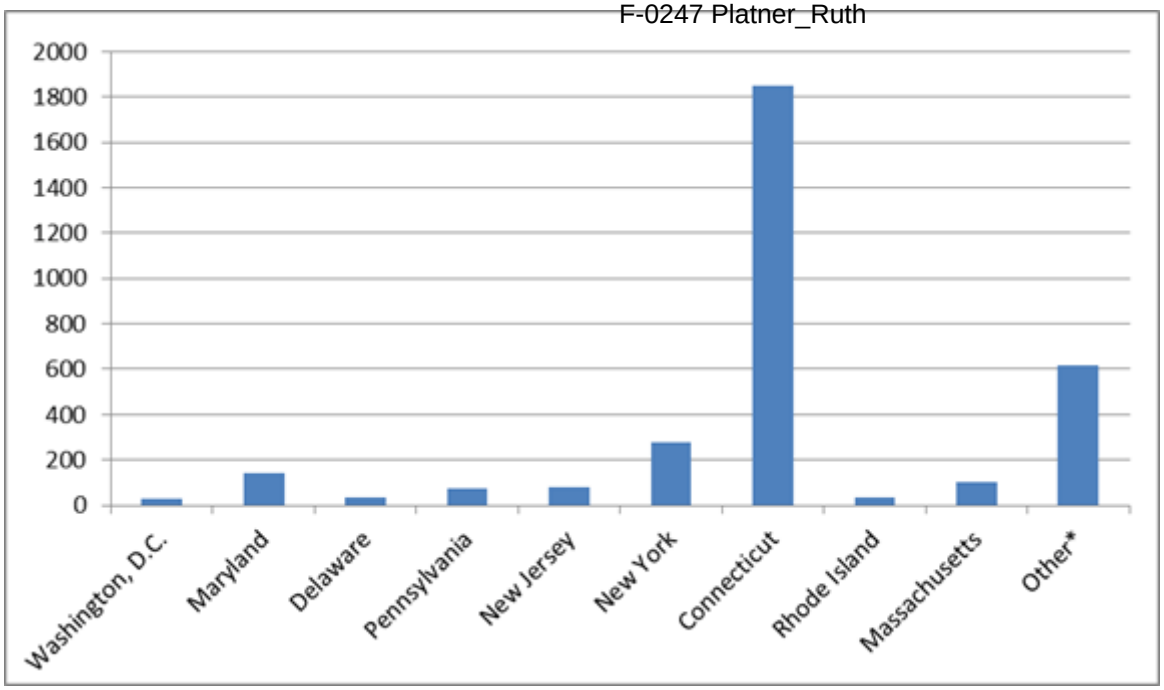
The graph below appears in the Final EIS showing the state of origin of all comments. Do people in Connecticut really care more than all others, or were they just by chance the only communities informed?

Where there was not community engagement, which appears to be everywhere except Connecticut, it should be assumed that data on environmental and cultural impacts was not collected, and like Charlestown, the EIS has underestimated the impacts. Perhaps it is time to send a real message to these towns, one that explains what is at stake and what the future may hold if this plan is approved. Only then would the conclusions of this EIS have any chance of accurately predicting the impacts.

Sincerely,

Ruth L. Platner, Member Charlestown Rhode Island Planning Commission
[redacted]
Charlestown, RI 02813
[redacted]

F-0247 Platner_Ruth



NEC FEIS Comments - RECORD #262 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : Edward
Last Name : Gardiner
Stakeholder Comments/Issues :

To whom it may concern, my name is Edward Gardiner and I am a resident of Chalker Beach in Old Saybrook, Ct. I am appalled at the short sited proposal that has been laid out for the High Speed Rail. The environmental impact to such an important ecological and recreational zone such as the lower Connecticut river would be catastrophic. The costs of the project and potential devastation are not even close to the small time saving reward the line would produce. We here along the coast will fight this with every resource at our disposal. I promise this insanity will not occur on our river. Better to find an alternative route now, than waist a whole lot of time and money. Edward Gardiner, descendant of Lion David Gardiner, first settler of Old Saybrook 1634

Sent from my iPhone

NEC FEIS Comments - RECORD #263 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : JOHN
Last Name : GASKELL
Stakeholder Comments/Issues :

Please allow a 60 day extension for public review of the proposed new high-speed rail tracks. It will provide more time for necessary public review and feedback on this ill conceived plan which will destroy the cultural, environmental, small business, and landmark history of Old Lyme.

Thank you,

Respectfully,

John Gaskell

[redacted]

Lyme, CT 06371

NEC FEIS Comments - RECORD #264 DETAIL

Status : [redacted]
Record Date : 1/7/2017
First Name : Kendall
Last Name : Massengill
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on 1/7/17
It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Kendall Lawrence

NEC FEIS Comments - RECORD #265 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Mary
Last Name : Lou Rice
Stakeholder Comments/Issues :

Please see below. I mistyped the email address. Thank you
Mary Lou Rice

Sent from my iPad

Begin forwarded message:

> From: Mary Lou Rice [redacted]
> Date: January 7, 2017 at 5:12:04 PM EST
> To: info@necfuture.co
> Subject: FEIS
>
> Dear Ms. Reyes-Alicea:
> I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:
> There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
> The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
> The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
> No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
> The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
> I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS
> Mary Lou Rice
[redacted]
> Old Lyme, CT 06371
[redacted]

> 1/7 17
>
>
>
>
>
> Sent from my iPad

NEC FEIS Comments - RECORD #266 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

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The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Sincerly,

Michael Perks
[redacted]
Old lyme, Ct 06371

NEC FEIS Comments - RECORD #267 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Robin
Last Name : Sedgwick
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely, Robin Sedgwick.

NEC FEIS Comments - RECORD #268 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name :
Last Name : Rich
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

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Sincerely,
Richard Freitas / Mystic, CT

Sent from my iPhone

NEC FEIS Comments - RECORD #269 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Judy
Last Name : McQuade
Stakeholder Comments/Issues :

Dear Sir or Madam:

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Judy McQuade, Old Lyme

NEC FEIS Comments - RECORD #270 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Jenine
Last Name : Caulkins
Stakeholder Comments/Issues :

Dear Sir or Madam:

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Sincerely,
Jenine Caulkins

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NEC FEIS Comments - RECORD #271 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : elsie
Last Name : childs
Stakeholder Comments/Issues :

Dear Sir or Madam:

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Sincerely, Elsie C Childs

NEC FEIS Comments - RECORD #272 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Charles
Last Name : Miles
Stakeholder Comments/Issues :

Dear Sir or Madam:I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely,
Lorraine Miles, Old Lyme CT

NEC FEIS Comments - RECORD #273 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madam:

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Sincerely,

Peter Gerster
Victory Sourcing Inc
[redacted]

NEC FEIS Comments - RECORD #274 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Patricia
Last Name : Shippee
Stakeholder Comments/Issues :

Dear Sir or Madam:

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Sincerely,

Patricia M. Shippee
Old lyme, Ct

Sent from my iPad

NEC FEIS Comments - RECORD #275 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Allan
Last Name : Inglis
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

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Sincerely,
Allan Inglis

NEC FEIS Comments - RECORD #276 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Stacie
Last Name : Wolf
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the ³All Aboard Florida² high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Stacie M. Wolf

NEC FEIS Comments - RECORD #277 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : nancy
Last Name : adelman
Stakeholder Comments/Issues :

[-]----------

Dear Sir or Madam:

Although I am a currently a resident of Pennsylvania, I have spent at least a month every summer of my sixty-four years on the Connecticut shoreline and until one year ago owned a house in Madison. Last summer, and in the future I will still be there as a renter or guest. The shoreline is still an unspoiled natural beauty and home to such national treasures as the Florence Griswold Museum. This is the main reason that I choose to return to Connecticut annually rather than go to the New Jersey shore with most of my Philadelphia neighbors and friends.

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on in July, 2016. I would have commented sooner, but just learned how/where to send my feelings.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

The Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the

planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

THANK YOU FOR YOUR CONSIDERATION! Once change is made, the impact can never be undone!

Sincerely,

Nancy P Adelman

[redacted]

North Wales, PA 19454

NEC FEIS Comments - RECORD #278 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Barbara
Last Name : Bell Cook
Stakeholder Comments/Issues :

I am writing to request an extension to 60 days from the current 30 day comment review waiting period on the proposed high speed railway through Old Lyme.

_____

Barbara Bell Cook
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #279 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name :
Last Name : phmurph
Stakeholder Comments/Issues :

Please remove the bypass segment of this plan. It would would environmentally, economically and visually devastate many small CT and RI towns.
Please support the upgrading of the existing infrastructure to improve safety and higher speed travel.
Patrice MurphyEast Lyme resident

Sent from my Verizon, Samsung Galaxy smartphone

NEC FEIS Comments - RECORD #280 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Robbin
Last Name : Myers
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Robbin D. Myers
Old Lyme resident for 24 years

Sent from my iPhone

NEC FEIS Comments - RECORD #281 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Mary
Last Name : Waldron
Stakeholder Comments/Issues :

Dear Sir or Madam:

Given the current plan of Amtrak to sell or lease electric supply, I am writing again to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Mary Waldron
Sent from my iPhone

NEC FEIS Comments - RECORD #282 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Rachel
Last Name : Edwards
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

RACHEL EDWARDS
co-founder | executive creative director

dreamscapes design group
p 860.581.8133
[redacted]
dreamscapesdesigners.com
.....
11-a main street; essex, ct 06426
dream BIG.

NEC FEIS Comments - RECORD #283 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : m
Last Name : e
Stakeholder Comments/Issues :

Dear Sir or Madam:I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely,

NEC FEIS Comments - RECORD #284 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Anthony
Last Name : Damage
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

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Sincerely,
Anthony Damato

Sent from my iPad

NEC FEIS Comments - RECORD #285 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Art
Last Name : Costa
Stakeholder Comments/Issues :

Dear Sir or Madam:I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely, Art CostaThames Valley Sustainable Connections, Inc.Working to Create A Resilient Community

NEC FEIS Comments - RECORD #286 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name : Joan
Last Name : Baffaro
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Joan S. Baffaro

Sent from my iPad

NEC FEIS Comments - RECORD #287 DETAIL

Status : [redacted]
Record Date : 1/8/2017
First Name :
Last Name : Francine
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I attended Senator Blumenthal's Q&A session in Old Lyme last month about the Final Environmental Impact Statement (FEIS) released on Dec. 23, 2016. After
hearing concerns raised there, and after reading both the draft and final EIS I am writing to object to the FEIS.

- I have enjoyed living in the community of Old Lyme for more than 20 years. It troubles me that there has been no study of the potential disastrous impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass on the communities natural, historic, and cultural resources.

- The Connecticut River, which forms the Eastern boundary of Old Lyme, is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

- Just the threat of the bypass continues to cause substantial economic harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

- Available maps and details within the FEIS are ambiguous. It refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
- The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the

new bypass live, before selecting or finalizing a preferred alternative.

As a rail user I appreciate the value of upgrading the existing rail - and I support doing so, as well as efforts to improve rail in the Northeast Corridor. *However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS. *

Thank you,
Francine Gumkowski
[redacted]
Old Lyme CT 06371

NEC FEIS Comments - RECORD #288 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Wendy
Last Name : Lincoln
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Wendy Lincoln

NEC FEIS Comments - RECORD #289 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Mark
Last Name : Berardo
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, as it does not afford adequate time to comment on the plan.

It is clear that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. It also appears that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law when it included the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment prior to November 15, 2015.

The Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process.

Mark Berardo, Esquire
Law Office of Charles Soloveitzik
Two Elm Street, Westerly, Rhode Island 02891
PH 401-596-0225 -- FAX 401-596-1642 -- <mailto:mb@2elm-law.com>
mb@2elm-law.com

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CONTENT OF THIS MESSAGE IS PROHIBITED, AND SENDER TAKES NO RESPONSIBILITY FOR ANY UNAUTHORIZED RELIANCE HEREUPON. IF YOU HAVE RECEIVED THIS MESSAGE IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY AND PURGE THE MESSAGE YOU RECEIVED. IF THIS TRANSMISSION RELATES TO THE NEGOTIATION OF A CONTRACT OR AGREEMENT, ANY ELECTRONIC TRANSACTION OR ELECTRONIC SIGNATURE STATUTES SHALL NOT APPLY TO THIS COMMUNICATION; CONTRACT FORMATION IN ANY MATTER SHALL OCCUR ONLY UPON THE MUTUAL DELIVERY OR EXCHANGE OF MANUALLY AFFIXED ORIGINAL SIGNATURES ON ORIGINAL DOCUMENTS.

NEC FEIS Comments - RECORD #290 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Robin
Last Name : Sedgwick
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 21st, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely, Robin Sedgwick.

NEC FEIS Comments - RECORD #291 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Ocean
Last Name : Pellett
Stakeholder Comments/Issues :

Dear Sir or Madam:I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely,

NEC FEIS Comments - RECORD #293 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Gary
Last Name : Parrington
Stakeholder Comments/Issues :

Dear FRA People,

On behalf of the Lyme Art Association, members and friends, I respectfully request a 60 extension for the comment period concerning the plans for high-speed rail service through historic Old Lyme CT.

Thank you.

Gary Parrington
Director of Development

Lyme Art Association
90 Lyme Street
Old Lyme, CT 06371
860/ 434-7802
www.lymeartassociation.org

Beautiful Art, Affordable Prices!

NEC FEIS Comments - RECORD #294 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Ayla
Last Name : Fox
Stakeholder Comments/Issues :

To whom it may concern:

I grew up in South County after moving from an urban setting as a 5-year-old and still call this beautiful place home. Having conservation lands, historic farms, cultural, tribal and historical places just out my door, largely shaped who I am today – including a career, which I am very passionate about.

Please reconsider your plans in developing this high-speed route. What our state, and region, are giving up in order to gain does not make sense – even economic sense. The places are the reason WHY tourists come to RI and enjoy it!

What will we tell our grandchildren and great-grandchildren about those special places that once were? Is 40min really worth it? You're trading hundreds upon hundreds of years, for 40 minutes.

Like burning a log, once you take out the wild places, the historic places, the cultural places – you cannot put them back. You are only left with a pile of ash.

I'm all for progress, but this is not progress. It is a veneer of "advancement", underscored by massive taxpayer costs and irreparable destruction. The current plan does not even include adequate and accurate data – a serious concern. Equally alarming, are the questionable and lack luster efforts in alerting the people, organizations, and towns this reroute plan will disrupt and forever change.

The whole thing reminds me of an article I read years ago, involving Rory Sutherland, a marketing strategist:

"Around 15 years ago, a bunch of engineers were asked to improve the journey for the Eurostar.

They spent six billion pounds shortening the travel time from London to Paris by 40 minutes.

Rory’s suggestion was to install free Wi-Fi in the trains for about 0.01%

of the cost. ...

... These suggestions would not only have made the journey far more enjoyable; it would have saved them a whole lot of money!

Intangible rewards like enjoyment might not be as measurable or visible, but they are just as important."

Full Article: http://www.referralcandy.com/blog/rory-sutherland-marketing-examples/

Perhaps you should revisit the existing infrastructure – I know it's in the works to improve– but there is a lot that can be done NOW, for LESS money and keep our South County lands and people safe from destruction and the high-speed reroute.

As a 28-year-old with concern, but also hope for the future, I strongly oppose the reroute plan and believe the benefits DO NOT outway the negative impacts it will have economically, environmentally, and culturally.

Sincerely,

Ayla Fox
Richmond, RI

NEC FEIS Comments - RECORD #295 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Steven
Last Name : Kurlansky
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Steven Kurlansky
Lyme, CT

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

NEC FEIS Comments - RECORD #296 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name :
Last Name : Patricia
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

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Sincerely,

Patricia Kurlansky
Lyme, CT

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

NEC FEIS Comments - RECORD #297 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Diane
Last Name : Feole
Stakeholder Comments/Issues :

Sirs and Madams,
I am writing with concern over the proposed rail line through Charlestown and the Federal Railroad Administration North East Corridor Tier 1 Final Environmental Impact Statement. It seems that the rail will run right through our [redacted] - Jodi Tree and Bee Farm. We are protected under Federal Forest, Farmland and Open Space, as well as are a pollinator habitat. In addition, when we purchased and registered with the government, we were told that there is a protected species on our land. We did not plan on using the land for anything except agriculture, so we did not investigate further. But, I would think that this would be an issue for anyone wanting to run trains through it.
After the purchase of the land, we have done extensive work to create this space, and would like to know what would happen if this proposal went through. This land was purchased with the idea that we would be contributing to our environment by keeping it forest and farm, and it would be a legacy for years to come, for our children. At the time of purchase, the land had been raped by its previous owner. We have worked very hard in the past few years to replenish soil composition, add and cultivate native plants, and clear debris left there.
Please respond to my concerns as soon as possible,
Thank-you,
Diane Feole

--

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NEC FEIS Comments - RECORD #298 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Mike
Last Name : Adelman
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass last Friday, January 6th. I am a former property owner in Madison, CT and am a frequent visitor to the Old Lyme area.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Michael L. Adelman

North Wales, PA

(formerly Madison, CT)

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of this email is strictly prohibited. If you have received this email in error, please notify the sender immediately via return email or call the office and promptly delete the email from your computer system.

NEC FEIS Comments - RECORD #299 DETAIL

Status : [redacted]
Record Date : 1/9/2017
First Name : Charlotte
Last Name : Lyman
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS) released on Dec. 23, 2016.

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass. This bypass could be disastrous to our communities, especially to their natural resources. Just the threat of the bypass will continue harm the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut’s most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. I very much hope that Hartford will get high speed rail which would improve its connections to the coast and also to the New England knowledge corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Thank you for your consideration,

Charlotte Lyman

[redacted]

Old Lyme, CT06371

[redacted]

NEC FEIS Comments - RECORD #300 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Pam
Last Name : Edson
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Pamela M. Edson
[redacted]
Waterford, CT 06385

Sent from my iPad

NEC FEIS Comments - RECORD #301 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Carol
Last Name : Robertson
Stakeholder Comments/Issues :

> Dear Sir or Madam:
>
> I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.
>
> It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
>
> To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.
>
> Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
>
> Sincerely,
>
> Carol Robertson
>
>
> Cc:
> NEC FUTURE
> U.S. DOT Federal Railroad Administration
> One Bowling Green, Suite 429
> New York,
Sent from my iPad

NEC FEIS Comments - RECORD #302 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Paul
Last Name : Holt
Stakeholder Comments/Issues :

In connection with the above Environmental Impact Study, I write to express my and the community's horror at the prospect of the Old Saybrook to Kenyon, RI, by-pass being constructed right through the center of Old Lyme's Historical District.

As a result of overwhelming local opposition, the FRA has proposed a tunnel under the Connecticut River and part of Old Lyme, in lieu of an overhead rail-line. However, given the anticipated cost of such a tunnel and the lack of any environmental assessment, there is no assurance that such tunnel could be funded or found to be environmentally acceptable.

In its NEC Future Tier 1 Draft EIS, the FRA, by oversight, omitted to include The Florence Griswold Museum in its listing of National Historic Landmarks even though the museum is only a few hundred yards from the proposed new rail-line - and well within the definition of the "Affected Environment". This error alone should;d serve to disqualify the proposed by-pass route.

I urge the FRA to reconsider its Tier 1, Alternative 1 recommendation and to extend the comment period from 30 to 90 days to permit a full airing of the issues.

Respectfully,

Paul Holt

Paul F. H. Holt
[redacted]
[redacted]

NEC FEIS Comments - RECORD #303 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Llyn
Last Name : Kaimowitz
Stakeholder Comments/Issues :

I'm writing in response to news I have read about plans for overhauling the Northeast Corridor rail routes in Connecticut. Pouring large sums of money into altering the route along the Connecticut shoreline is absolutely foolish.

Climate warming has caused an increase in large-scale hurricanes in the past couple of decades, along with increases in nor'easters and other powerful storms. These storms have caused highly destructive storm surges, widespread flooding, and power outages along the Connecticut coast. Scientific predictions are that warming will continue, as will the storms and destruction that result from warming.

Why, then, would any planner choose to throw huge amounts of our tax money into an area already prone to these problems? Is no one paying attention there? Did no one read about Hurricane Sandy and its effects on coastal areas?

Continue to maintain the coastal rail line for commuters who live there, but please use some sense and focus new rail expenditures on inland lines. We expect rail lines to last for decades, and they will if planners consider the changing environment and re-focus the routes to safer areas.

Thank you.
Llyn Kaimowitz
[redacted]
West Hartford, CT 06117

NEC FEIS Comments - RECORD #304 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : E
Last Name : R
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 22, 2106.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Erin Russell

Sent from Outlook<[redacted]

NEC FEIS Comments - RECORD #305 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : John
Last Name : Topping
Stakeholder Comments/Issues :

Dear NEC
>>>>>
>>>>> The proposal for the new AMTRK high speed rail tracks through the town of Charlestown RI is a very bad one.
>>>>>
>>>>> It is a very costly plan of trenches or tunnels and bridges to save a minute or so of travel time through Charlestown, a very bad return on investment of our tax dollars.
>>>>>
>>>>> Also it will very negatively impact the quality of life in Charlestown, its rural and historic character, its nature-preserved land, and historical and productive farms.

Please reconsider this portion of your plan and design a new and improved one with lot less negative impact on our town for so little benefit.

Best Regards,
>>>>>
>>>>> John Topping
>>>>>
[redacted] Charlestown
[redacted]

NEC FEIS Comments - RECORD #306 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name :
Last Name : soxfan
Stakeholder Comments/Issues :

Greetings,

This is a request to grant the 60 day extension to increase the review period against the high speed railway proposed to rip through the heart of the historical town of Old Lyme.

As CT Senator Richard Blumenthal has requested, this extension will allow for more public review. This is much needed to prevent this plan which will do nothing less than destroy culture, environment, landmarks, small businesses and most horrifically of all, the tragedy to all those who's home town may horrifically and insensibly be ruined forever.

I thank you for taking the time to read this request.

Amanda Lurvey
N.A.S.M. CPT, PES, CES

NEC FEIS Comments - RECORD #307 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Edna
Last Name : Bryant
Stakeholder Comments/Issues :

Hi,
I was notified of Amtrak's plan to relocate high speed rail through my property. This notification was only brought to my attention on January 7, 2017 in a postcard mailing from my town hall in Charlestown RI.

First, I strongly reject such a move as it will negatively impact local residents, valuable farming entities, environmental marshlands, and wildlife.

Second, I request an extension to the deadline so we may be better informed of our options and rights of appeal and time to coordinate a plan of action.

Sincerely,
Edna Bryant
[redacted]
Charlestown RI 02813

Sent from my iPad

NEC FEIS Comments - RECORD #308 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Frances
Last Name : Topping
Stakeholder Comments/Issues :

RE: Projected NEC rail improvements in Washington County, Rhode Island

RE: Projected NEC rail improvements in Washington County, Rhode Island

Given the time savings for this stretch of RI the negative impacts to our community would seem to far outweigh the advantages to the users of the railway. There are no benefits to our communities, only negatives and no real adequate restitution can be made. There is no mention of what mitigation strategies will be used in any area, it is very nebulous.

Charlestown in particular relies on clean groundwater as ALL residents rely on wells for potable water. Any contamination of aquifers and therefore groundwater is deleterious to our health. The new line would require much land disturbance and threaten these supplies.

Charlestown and Westerly are greatly affected by the proposed route which is incomplete in its mapping. It omits many other preserved and permanently protected lands in the path including The Nature Conservancy Property, 1100 acres of the Carter Preserve, one of their flagship preserves, through which the line would bisect. It currently goes around an outer edge. Farms with preservation easements on agricultural land that is a high priority in the State of RI are affected. The State also espouses less development outside the Urban Services Boundary which includes Washington County, preservation of greenways, forest and agricultural land. The rail line would negate much of that. It contravenes much of what our town and the State plan is for our area and the State itself.

The visual character and ambience of Charlestown is of economic value as tourism is one of our biggest assets and part of the draw is the open spaces and parklands especially ones like The Carter Preserve, home to uncommon species, with numerous trails that the public can use. The rail would potentially prohibit people from using it and decrease its wildlife value. It is unsafe to cross the high speed lines and fencing would prohibit access to much of the property. People have worked hard to protect these areas permanently and expect that these commitments be honored. Similarly those who put easements on their farmland or forest and have forgone economic advantage in developing that land expect that commitment to be honored in perpetuity. It also impacts not only those who might be displaced but those in proximity to the line as property values decrease near such structures.

I acknowledge that time savings has value for some but since the high speed line does not stop in Kingston it has little value to Charlestown residents. Increases in efficiency, service and infrastructure on the regular Amtrak line would be of more benefit in accessing Boston or New York from here.

Further although Washington County is mentioned Charlestown as a town is not except possibly in relation to tribal land. There is no reason to assume we should have known earlier about this project although I would

expect that those who were aware might have notified us but it should have been the FRA drafters of the NEC plan that let affected communities know.

I trust that future studies and plans for this project will include “boots on the ground” people who will look at the actual sites proposed, not just from an engineering perspective but from a community and wildlife perspective also. I would like assurances that that will be the case and that IF such a plan should evolve mitigation strategies would be clear before any decision is made.

The Tier 2 project studies states that it seeks to avoid parklands, recreation areas and conservation areas and maybe shift the route or reevaluate the proposed construction types. Please reevaluate this and do not take this land as represented in the maps. It would be difficult to substitute another area for such land as the Carter Preserve in Charlestown or similarly old family farms. Farmland is a scarce resource. People’s homes are also at risk.

Further more Charlestown is currently updating their Comprehensive Plans which stresses providing clean water, protecting open space, forest and farmland and utilizing our natural resources such as conservation sites for tourism. Protecting these are an economic incentive for our town.Our very essence as a town is at risk.

Sincerely,
Frances Topping
Charlestown RI resident, Charlestown Planning Commission member

NEC FEIS Comments - RECORD #309 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : susan
Last Name : mccall
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

NEC FEIS Comments - RECORD #310 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Nila
Last Name : Plocha
Stakeholder Comments/Issues :

Dear Sir:

I live in Old Saybrook, Ct and think that a plan to build tunnels on this area is very unwise. We are a sandy soil with a normally high water table not rock solid soil. The “Big Dig” as in Boston would have a great impact on our economy as we are a summer resort area . An extra 45 minutes saved in travel from Boston to New York is not in my opinion worth tens of dollars it would cost you to build the tunnels. Nila Plocha Old Saybrook,CT.

NEC FEIS Comments - RECORD #311 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Jane
Last Name : Chesnutt
Stakeholder Comments/Issues :

I strongly object to the Final Environmental Impact Statement released on Dec 23, 2016.

No study has been made of the potential impact of the route, which will be disastrous to our communities' natural, historic and cultural resources. Just the threat of the bypass has caused serious harm to both business and real estate transactions. The Draft EIS didn't even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem.

You're about to wreck an area with incredible natural, cultural and historic value. This is unacceptable.

Jane Chesnutt
[redacted]
Old Lyme CT

NEC FEIS Comments - RECORD #312 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Christina
Last Name : Clayton
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:
There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Christina Clayton
[redacted]
Old Lyme CT
[redacted]
January 10, 2017

NEC FEIS Comments - RECORD #313 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Virginia
Last Name : Wootten
Stakeholder Comments/Issues :

[redacted]

Charlestown, RI 02813

January 10, 2016

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

Dear FRA:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on THURSDAY, DECEMBER 22, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources

which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

I am also surprised at your lack of transparency with regard to process. Environmental impact and transgression across Open Space in Connecticut AND Rhode Island? Not considered?

Sincerely,

Virginia Wootten

NEC FEIS Comments - RECORD #314 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Carla
Last Name : Ricci
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. we first learned about plans for a Kenyon to Old Saybrook Bypass on Dec 21,2016 thru TV and newspaper coverage.

We oppose this bypass proposall vehemently.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Sincerely,

Carla and Russell Ricci

NEC FEIS Comments - RECORD #315 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : David
Last Name : Andrews
Stakeholder Comments/Issues :

To whom it may concern:
I think that the minor shifts to create reduced commuter times would be a waste of time, money, effort, and resources. It will also put the state of Rhode Island on the hook for more expenditures which it clearly cannot afford.
Thank you,
Dave Andrews
Sent from my iPhone

NEC FEIS Comments - RECORD #317 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : Jennifer
Last Name : Knight
Stakeholder Comments/Issues :

My name is Jennifer Knight and my family and I live in Charlestown Rhode Island. After looking at a few maps regarding the rerouting.Turns out this track would go DIRECTLY through my home on [redacted].. I want to understand why I am just hearing about this and hoping and praying there is something we can do to avoid losing our home? I'm still in shock and really don't understand why this is happening.

Sincerely,

Jennifer and Brian Knight
[redacted]

NEC FEIS Comments - RECORD #318 DETAIL

Status : [redacted]
Record Date : 1/10/2017
First Name : George
Last Name : E. Ryan
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on December 23, 2016:

* There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
* The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
* The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
* No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
* The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

The short-term and long-term effects to the economy, environment, real estate values, wetlands, and conservation in and around Old Lyme, and especially the Connecticut River and its estuaries will be devastating. In essence, you will be wiping out the town of Old Lyme.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: George E. Ryan
Address: [redacted]
Town, State, Zip: Old Lyme, CT 06371-1802
Email address: g[redacted]
Date: January 10, 2017

FLORENCE GRISWOLD MUSEUM
Home of American Impressionism

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OLD LYME, CONNECTICUT 06371
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WWW.FLORENCEGRISWOLDMUSEUM.ORG

January 10, 2017

Rebecca.reyesalicea@dot.gov
Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Release of Tier 1 Final EIS for NEC FUTURE

Dear Ms. Reyes-Alicea:

We are writing on behalf of the National Historic Landmark Florence Griswold House and Museum in Old Lyme, CT to express our deep concern regarding the Federal Rail Administration's announcement in December 2016 that the Saybrook, CT to Kenyon, RI bypass is included in the Final EIS for NEC FUTURE. This report now calls for an underground high-speed rail corridor to come through the historic center of Old Lyme, with unstudied consequences to the town's irreplaceable historic and environmental resources.

We have carefully reviewed the FEIS. We think there have been serious defects in process and substance regarding the treatment of the Museum as a National Historic Landmark, designated in 1993. The Museum is located in the heart of the Old Lyme Historic District. Our property, which is adjacent to the Lyme Art Association, the Lyme Academy College of Fine Arts, and dozens of historic district properties, is directly within the representative line of the Preferred Alternative. And, yet, the Museum is not disclosed as an NHL within the representative route in the Resource Overview 7.9.2 or in Table 7.9.4 of the FEIS. Further, this report failed to describe our NHL's location in Appendix A Map Sheet #32.

Whether the plans include an aerial bridge or tunnel (for there are conflicting references to both construction methods in the FEIS), the proposed Old Saybrook, CT to Kenyon, RI rail bypass could be disastrous to our community's natural, historic, and cultural resources. Already the threat of the bypass has caused substantial harm to the town of Old Lyme, disrupting future planning and complicating residential and business real estate transactions. Further, we have specific concerns about the proposed tunnel because the Museum's property is on the Lieutenant River, which is part of a unique and sensitive tidal river estuary that could be adversely affected by this project. In addition, the Museum has an extensive field of 18 underground geothermal wells that we rely on to provide a "green" source of energy for maintaining critical environmental controls in the National Historic Landmark Florence Griswold House. Any disruption to this underground system would have serious consequences to the proper care of our art collections.

But, beyond these specific concerns, the Museum has a broader concern that the FEIS threatens the very identity of Old Lyme as a place where art, history, and nature complement one another to tell a significant story that belongs to the nation as a whole. In the early decades of the twentieth century, Old Lyme's natural beauty and historic character inspired leading painters from across the country to establish an art colony that became the home of American Impressionism. These artists were devoted to interpreting the special qualities of the Old Lyme region — its estuaries, its coastal light, and its village — in ways that can still be seen by visitors coming to the town today. In fact, the close alignment between the art created here and the natural setting as it exists today is perhaps unique in America. This synergy didn't just happen by accident, but is the result of over a century of careful stewardship by citizens and organizations to preserve the community's environmental, historic, and cultural resources that form the basis of Old Lyme's ineludible "sense of place."

The proposed Saybrook, CT to Kenyon, RI bypass threatens to destroy the context necessary to appreciate fully the thousands of works created by over 200 Old Lyme artists that can be seen in museums throughout the country and abroad. For example, major art museums such as the Metropolitan Museum of Art in New York, the Art Institute of Chicago, and the Smithsonian Institution American Art Museum in Washington, D.C. feature paintings by the Old Lyme artists in their permanent collections. It is no exaggeration to assert that these artists were instrumental in helping to form our nation's collective vision of New England that endures to this day. Old Lyme's art colony gave the town its identity as an arts community, one whose lineage flourishes today through the Florence Griswold Museum, housed in the original boardinghouse of the colony; the Lyme Art Association gallery, where artists have shown their work for over 100 years; and Lyme Academy College of Fine Arts, where the next generation of fine artists are being trained.

The Florence Griswold House, which preserves the artistic legacy of Old Lyme, features renowned works of art that form an integral part of this landmark. The

House is celebrated for one of the most extraordinary rooms in America, a dining room whose walls and doors are adorned with thirty-eight paintings by Childe Hassam, Willard Metcalf, and other Old Lyme artists, circa 1900 to 1920. Doors painted by colony artists are featured throughout the first floor of the house. Open to the public and deemed a treasure by the National Park Service, this entire ensemble is preserved *in situ* and represents the most complete expression of the art colony movement in America. We share this ensemble, the House, and the Museum's grounds and vistas – all in their fragile natural environment – with over 75,000 visitors annually.

The Board of Trustees and leadership of the Florence Griswold Museum are concerned that the essential integrity of Old Lyme and the reputation of this NHL will be violated by the Old Saybrook to Kenyon bypass proposed by the FRA. We believe that the proposed train route, whether underground or aerial, will do untold damage to the setting of this NHL, the Old Lyme Historic District, the Town of Old Lyme, and the bio-diverse Connecticut River estuary.

On behalf of the Florence Griswold Museum, we respectfully urge the FRA to remove the Old Saybrook to Kenyon bypass and, in the Record of Decision, indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

We write this letter with the hope that you will take our concerns seriously. We look forward to hearing from you.

Very truly yours,

Frank W. Hamilton, III
President

Jeffrey Andersen
Director

Cc:

Senator Richard Blumenthal senator@blumenthal.senate.gov
Senator Chris Murphy senator@murphy.senate.gov
Congressman Joe Courtney joe.courtney@mail.house.gov
State Senator Paul Formica Paul.Formica@cga.ct.gov
State Representative Devin Carney Devin.Carney@housegop.ct.gov
DOT Commissioner James Redecker james.redeker@ct.gov
Town of Old Lyme First Selectwoman Bonnie Reemsnyder

breemsnyder@oldlyme-ct.gov
Daniel Mackay, Director Connecticut Trust for Historic Preservation
dmackay@cttrust.org
CT State Historic Preservation Officer and Director of Culture Kristina Newman-Scott Kristina.Newmanscott@ct.gov
Administrator Sarah Feinberg, Federal Railroad Administration frapa@dot.gov

NEC FEIS Comments - RECORD #319 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Robin
Last Name : Cichy
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *January 2,2017*.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Robin Cichy

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #320 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I live in Charletown RI and will be effected by the tier I track from Kenyon to East lime CT.
I wish to voice my strong DISAPPROVAL OF THIS PROJECT

REGARDS

JEFF SMITH
[redacted]
CHARLESTOWN RI 02813
[redacted]
[redacted]

NEC FEIS Comments - RECORD #321 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: _____Bradford W. Burgess_____

Address: _____[redacted]

Town, State, Zip: _____Old Lyme, CT, 06371_____

Email address: ___[redacted]_____ Date: _____1/11/2017

NEC FEIS Comments - RECORD #322 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Shannon
Last Name : Gingerella
Stakeholder Comments/Issues :

*

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in December of 2016

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

I would like to add that this new rail way will destroy wet lands, protective lands, land trust. Land trust where we go hiking when ever we can. Living in Charlestown is a beautiful place and we love it here because of the small town feel and not over run. Also leaving thousands with out homes. Charlestown would never be the same. Please rethink this whole plan.

Sincerely,

Shannon Cichy.

Sent from my iPhone

NEC FEIS Comments - RECORD #323 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Christine
Last Name : Cannon
Stakeholder Comments/Issues :

Dear Madam or Sir:

I am writing to aggressively oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future Planning. I am also writing to object to the limited notice, and opportunity to comment on the planning. I first learned about plans for a Kenyon to Old Saybrook Bypass on Christmas 2016!

It is clear that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (FEIS) prior to public comment, on or before November 12, 2015.

TO BE CLEAR, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the Importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60 -day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the publics best interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive and intrusive plans for the "All Aboard Florida" high speed rail planning initiative in FLorida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, so surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Christine Cannon
Charlestown, RI

NEC FEIS Comments - RECORD #324 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Jeanne
Last Name : Silva
Stakeholder Comments/Issues :

January 10, 2017

Jeanne Silva
[redacted]
Charlestown, RI 02813

To : US Senator Reed, US Senator Whitehouse, US Representative Langevin, Governor Raimondo, State Senator Algiere, State Senator Morgan, State Representative Filippi, and the FRA's NEC future.

Let me tell you a little about myself. I moved to Charlestown when I was 4 years old, graduated from the local high school, married, and raised two children. I have moved 11 times since I graduated but always longed to come back home to Charlestown. In 2007 we had the greatest opportunity, a dream in my eyes. A historic home surrounded by The Nature Conservancy property, The Peleg Tucker home.
In 1811, Peleg Tucker was born. He was a cartwright by trade. In 1845 he built that home on the southeastern skirts of what would become The Francis Carter Preserve for his growing family. In 1862, he and his son served in The Civil War. They returned unscathed and with his brother, Benjamin operated a saw mill in 1864 at the historic 1710 Joseph Jeffrey's house just up the road. In 1873 he helped rescue the passengers of the train wreck at Richmond Switch.
The Peleg Tucker house shares deep history in Charlestown. A local author, Jean Pellam included it in her book, "Historical Cross Mills, Charlestown, RI - A self-guided tour." It withstood the 1938 Hurricane.
In April of 1964, United Nuclear Corporation opened a facility to recover enriched uranium in scrap material from fuel element production. This facility included 1,100 acres which Mr. Tucker's home was a part of. The then Governor John Chafee called this facility, "A tremendously exciting thing for us here in Rhode Island." Bringing the promise of jobs and a future for South County. In July 1964, all of that changed, a single nuclear accident, 53 years ago, began a decades long decontamination from the plume of waste surrounding the forested land, the Pawcatuck River and the Indian Cedar Swamp costing millions to contain. That promise of jobs destroyed our environment. Although not a nuclear venture by the FRA, but a venture promising progress in the transportation world, with jobs for all in Rhode Island, but a venture at what cost to our history, our environment? Are we going to let that promise be a second lesson of disaster? Or shall we be wiser and learn from the costly mistakes already made from the past financial and environmental catastrophe.
Maybe, just maybe we should have the same insight The Nature Conversancy had on this southeast corridor protecting this property for all eternity as well as the historic Peleg Tucker home.
We do not want your new rails to through out little country town. Keep infrastructure with the rest of ugly infrastructure.

Sincerely,

Jeanne Silva

NEC FEIS Comments - RECORD #325 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Kenneth
Last Name : Orabone
Stakeholder Comments/Issues :

To whom it may concern,

I am sure my voice is not the only one you are hearing asking for an extension to the open comment period on the Northeast Corridor EIS that is slated to close on January 31st.

The town council of Charlestown, RI held an open meeting last night regarding the FRA proposal. Around 500 people turned out for this meeting and I know many more were unable to attend. A majority of the people who spoke expressed their concern regarding the comment period, especially since many of us were notified shortly before the busy holiday season.

Amtrak as well as most of our elected officials were either at the meeting or sent representatives. There was no one there from the FRA to hear the concerns as one citizen after another stood to express their concerns about this plan for 3+ hours. The town council explicitly asked if there was anyone there to speak in defense of the FRA proposal - out of 500 people, not a single person had anything positive to say.

Washington County is listed as the second most impacted area in the proposal, but we have had the least notification or communication. This proposal will have immense, long-term, impacts to our area; changing the very nature of what makes this part of Rhode Island so special.

Please, with respect to myself and my fellow citizens, extend the comment period on this proposal to allow more detailed examination by ourselves and our elected officials. For a plan that is expected to take 30 years to implement, there is no reason to not extend the comment period by another 60 or 90 days. Absolutely none, unless you are against giving citizens the time to be informed about what their federal officials are doing.

Thank you for your time,
Ken Orabone
[redacted]
Richmond, RI 02812

NEC FEIS Comments - RECORD #326 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Maryjane
Last Name : Bertolini
Stakeholder Comments/Issues :

Sent from my iPad
Please drop thus horrible plan . This bypass will mean an end to our lovely ,small town of old Lyme . I attended the first meeting about this last summer. We were told not to worry. Well now I am really worried and concerned. Please listen to our pleas. Find another way. Thank you .
Sincerley, Maryjane a Bertolini, [redacted] Old Lyme, CT 06371
[redacted]

NEC FEIS Comments - RECORD #328 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : HC
Last Name : Scott
Stakeholder Comments/Issues :

?

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: _____Helen Scott_____
Address: [redacted]
Town, State, Zip: ____Old Lyme CT 06371_____
Email address: _____[redacted]_____
Date: _____[redacted]

NEC FEIS Comments - RECORD #329 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Catherine
Last Name : Silks
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to express my strong opposition to the proposed new NorthEast Corridor rail route in the Town of Charlestown, RI. The destruction of sensitive habitat in preserved lands, the collapse of vibrant farms which have been in operation for generations, and the alteration to mill villages, in addition to despoiling native Narragansett lands are all unacceptable prices to pay for such minimal benefits.

Sincerely,
Catherine Silks
[redacted]
Rockville, RI
[redacted]

NEC FEIS Comments - RECORD #330 DETAIL

Status :	[redacted]
Record Date :	1/11/2017
First Name :	Margaret
Last Name :	O'Shea
Stakeholder Comments/Issues :	

Your palm should avoid Old Lyme Altogether....go up north where there is plenty of rural land not the middle of a historic. Beautiful town!!

Sent from my iPad

NEC FEIS Comments - RECORD #341 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Randall
Last Name : Bartnick
Stakeholder Comments/Issues :

To whom it may concern,

I am sure my voice is not the only one you are hearing asking for an extension to the open comment period on the Northeast Corridor EIS that is slated to close on January 31st.

The town council of Charlestown, RI held an open meeting last night regarding the FRA proposal. Around 500 people turned out for this meeting and I know many more were unable to attend. A majority of the people who spoke expressed their concern regarding the comment period, especially since many of us were notified shortly before the busy holiday season.

Amtrak as well as most of our elected officials were either at the meeting or sent representatives. There was no one there from the FRA to hear the concerns as one citizen after another stood to express their concerns about this plan for 3+ hours. The town council explicitly asked if there was anyone there to speak in defense of the FRA proposal - out of 500 people, not a single person had anything positive to say.

Washington County is listed as the second most impacted area in the proposal, but we have had the least notification or communication. This proposal will have immense, long-term, impacts to our area; changing the very nature of what makes this part of Rhode Island so special.

Please, with respect to myself and my fellow citizens, extend the comment period on this proposal to allow more detailed examination by ourselves and our elected officials. For a plan that is expected to take 30 years to implement, there is no reason to not extend the comment period by another 60 or 90 days. Absolutely none, unless you are against giving citizens the time to be informed about what their federal officials are doing.

Thank you for your time,
Randall Bartnick

Sent from my iPhone

NEC FEIS Comments - RECORD #342 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

NEC Future.... Please extend the comment period. The small towns along the coast have valiantly tried to explain the damage to our communities of the proposed new railroad lines but the offices in the government seem tone deaf to our pleas. We need more time to develop strategies to explain why the proposed new routes is not cost effective and will destroy our communities, like Old Lyme.
Even the tunnel proposal across the Connecticut River, according to structural engineers, is not a good option.
How can we make FRA listen? We clearly need more time.
William G. and Sandra Y. Rueb

William G & Sandra Y. Rueb
[redacted]
Old Lyme, CT 06371

[redacted]
[redacted]

NEC FEIS Comments - RECORD #343 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Jon
Last Name : Persson
Stakeholder Comments/Issues :

* The change in route from Old Saybrook to Rhode Island is simply too disruptive for the local communities, especially given the realistic level of ridership. It would seem that a new form of high speed transportation is needed, which can use the I-95 and other footprint via overhead rails. This is an innovation long overdue, which could change high speed transportation nationwide. Huge projects such as the one proposed do not seem to make use of available technologies, and are prohibitively expensive to communities.*

Also, the existing rail line which goes through Portland, Ct., offers a viable direct route for the high speed rail.

NEC FEIS Comments - RECORD #344 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Barbara
Last Name : J Crudale
Stakeholder Comments/Issues :

This past Tuesday night, we attended the Charlestown Town Council meeting to show our support for the resolution which was passed to oppose a change in the railroad alignment proposed by the Federal Railroad Administration (FRA). Although we do not live in Charlestown, we are very concerned that this proposal will greatly impact land owned by the Narragansett Indian tribe, fragment historic and active farmland, pass through and/or destroy public and private owned open space otherwise protected in perpetuity, cross the Pawcatuck River, lie within the US Fish and Wildlife Great Thicket National Wildlife Refuge and the Wood-Pawcatuck Sole Source Aquifer and destroy dozens of private homes and historic mill villages.

We write to let you know we stand with the people of Charlestown in opposition to this proposal. Ruining our rural area to decrease the minimal amount of time the train passes through South County is not acceptable. Destroying private homes, farm land, and Narragansett Indian land is not acceptable. Blatantly ignoring open space agreements protected in perpetuity is not acceptable. Crossing through nature preserves and wildlife refuges is not acceptable. The people of RI do not support your proposal.

Sincerely,

Alfred R. Crudale
Barbara J. Crudale
[redacted]
West Kingston, RI 02892

(Please consider our environmental responsibility before printing any documents.)

NEC FEIS Comments - RECORD #345 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Thomas
Last Name : O'Neill
Stakeholder Comments/Issues :

I am in favor of whatever it takes for hi speed rail service in the NEC and the rest of the country .

Thomas D O'Neill

NEC FEIS Comments - RECORD #346 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : EDWARD
Last Name : MUNSTER
Stakeholder Comments/Issues :

WHY are you NOT holding one of your public meetings in Old Lyme where over 500 people crowded into the auditorium???

Ed Munster

[redacted]

> On January 11, 2017 at 5:39 PM NEC FUTURE <info@NECFUTURE.com> wrote:
>
> [NEC FUTURE Project Logo - A Rail Investment Plan for the Northeast Corridor]
>
>
> Public Meetings
>
> The Federal Railroad Administration (FRA) will hold public meetings to provide information on the Preferred Alternative described in the NEC FUTURE Tier 1 Final Environmental Impact Statement (EIS). Two open houses and two virtual meetings (webinars) are scheduled as follows:
>
> * Springfield, MA Open House on January 25, 2017, 4:00-7:00 p.m.
> * Baltimore, MD Open House on February 1, 2017, 4:00-7:00 p.m.
> * Virtual Meeting #1 on February 13, 2017, 7:00-8:00 p.m.
> * Virtual Meeting #2 on February 16, 2017, 7:00-8:00 p.m.
>
> These sessions are intended to share information about the Preferred Alternative and the Tier 1 Final EIS, and to answer questions in an informal setting. More information on these public meetings is available on the project website athttp://necfuture.com/get_involved/ . The Tier 1 Final EIS can be viewed online athttp://www.necfuture.com or in print at the public libraries listed on the website.
>
>
> How to Provide Feedback:
>
> The FRA welcomes your feedback on the Preferred Alternative and the Tier 1 Final EIS. Feedback should be submitted by email to info@necfuture.com mailto:info@necfuture.com . The FRA will accept feedback until publication of the Record of Decision (ROD). The FRA will not publish a ROD until some time after the close of the waiting period (January 31, 2017). This is not a formal comment period and the FRA will not respond to individual comments as was required for the Tier 1 Draft EIS. However, to the extent practicable, the FRA will consider feedback received in developing the ROD.

>
> NEC FUTURE Team
>
> [FRA Logo]
>
> Learn more athttp://www.necfuture.com/
>
> I would like to unsubscribe http://www.necfuture.com/get_involved/unsubscribe.aspx from this mailing list
>

NEC FEIS Comments - RECORD #347 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I am from Charlestown, Rhode Island. I came here from Woonsocket, Rhode Island to spend my retirement years in this beautiful town.
And now you want to destroy everything we hold dear. This has been the worst news I have received since my parents' deaths!!! A death breaks one's heart, and that is what this is doing to the people who live here and the surrounding communities.

I was at the meeting last night (January 10, 2017) at the Charlestown Elementary School. The anguish, pain, heartache, fear, yes, fear, what will we do? where will we go? You had to be there to appreciate the emotions running through the crowd...and we were all in agreement that this is a terrible idea for these small villages and towns. Who needs to travel through here going 220 miles per hour??? When we know rail travel is obsolete. It is a dying system and you want to pour BILLIONS of dollars (our dollars) good money on top of bad!!!

Here's a list of why we oppose this 'proposed' plan...I use proposed because right now it is nothing but an idea...an idea we HATE !!! ...

1. Destroying dozens of private homes - let that sink in...these are OUR HOMES !

2. Decimate the historic mill villages of Burdickville, Columbia Heights, and Kenyon

3. Cross land owned by the Narragansetts, a federally recognized Indian Tribe

4. Fragment historic and active farmlands

5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River

6. Pass through and /or destroy numerous publicly and privately owned open space otherwise protected IN PERPETUITY (that means FOREVER !!!)

7. Require several crossings of the Pawcatuck River which has been nominated by CONGRESS as a Wild and Scenic River

8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge

9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer

With all the talk of saving our planet for the future, protecting the environment, clean air, clean water...we here in these small communities are doing our part to make that happen - We are the ones making a difference for the future - not just for today, or tomorrow but for generations to come - generations - our future is in them !!!

This must stop now and be gone FOREVER...never to rear its ugly head again!!!

Elissa Savino

NEC FEIS Comments - RECORD #348 DETAIL

Status : [redacted]
Record Date : 1/11/2017
First Name : Diane
Last Name : Cece
Stakeholder Comments/Issues :

Thank you. When will you be holding public meetings in Fairfield County, Connecticut?

dc²

-----Original Message-----
From: NEC FUTURE <info@NECFUTURE.com>
To: dmcece <[redacted]
Sent: Wed, Jan 11, 2017 5:40 pm
Subject: NEC FUTURE Public Meetings

Public Meetings
The Federal Railroad Administration (FRA) will hold public meetings to provide information on the Preferred Alternative described in the NEC FUTURE Tier 1 Final Environmental Impact Statement (EIS). Two open houses and two virtual meetings (webinars) are scheduled as follows:

Springfield, MA Open House on January 25, 2017, 4:00-7:00 p.m.

Baltimore, MD Open House on February 1, 2017, 4:00-7:00 p.m.

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Virtual Meeting #2 on February 16, 2017, 7:00-8:00 p.m.

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www.necfuture.com or in print at the public libraries listed on the website.

How to Provide Feedback:

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NEC FUTURE Team

Learn more at www.necfuture.com

I would like to unsubscribe from this mailing list

NEC FEIS Comments - RECORD #349 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Ellen
Last Name : Davis
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
- The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
- The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

The bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Ellen Noyes Davis
Address: [redacted]
Town, State, Zip: San Diego, CA 92123
Email address: [redacted] Date: 1/11/2017

NEC FEIS Comments - RECORD #350 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name :
Last Name : sadiedevore
Stakeholder Comments/Issues :

Please leave our railroad transportation as is....minor changes to improve but not impossible projects as we hear you are considering. Additions are good but not taking away the present which works for the shoreline. thanks, Sadie DeVore

-----Original Message-----
From: NEC FUTURE <info@NECFUTURE.com>
To: sadiedevore [redacted]
Sent: Wed, Jan 11, 2017 5:39 pm
Subject: NEC FUTURE Public Meetings

Public Meetings
The Federal Railroad Administration (FRA) will hold public meetings to provide information on the Preferred Alternative described in the NEC FUTURE Tier 1 Final Environmental Impact Statement (EIS). Two open houses and two virtual meetings (webinars) are scheduled as follows:

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NEC FUTURE Team

Learn more at www.necfuture.com

I would like to unsubscribe from this mailing list

NEC FEIS Comments - RECORD #351 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name :
Last Name : sadiedevore
Stakeholder Comments/Issues :

Please leave our railroad transportation as is....minor changes to improve but not impossible projects as we hear you are considering. Additions are good but not taking away the present which works for the shoreline. thanks, Sadie DeVore

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To: sadiedevore [redacted]
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NEC FUTURE Team

Learn more at www.necfuture.com

I would like to unsubscribe from this mailing list

NEC FEIS Comments - RECORD #352 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : susan
Last Name : killingbeck
Stakeholder Comments/Issues :

To: Whom It May Concern,
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC future planning. I am also written to object to the limited notice and opportunity to comment on the plan. I first learned about plans for the Kenyon to Old Saybrook Bypass on December 21, 2016.It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law by selecting the Kenyon to Old Saybrook Bypass as a part of the Final Environmental Impact Statement prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programatic Environmental Impact Statement for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public's interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves and equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
Sincerely,
Susan KillingbeckCharlestown, RI

NEC FEIS Comments - RECORD #353 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : SARAH
Last Name : R FLETCHER
Stakeholder Comments/Issues :

To whom it may concern,
I would like to express my concern about the proposed changes in the rail lines being proposed for Charlestown RI. I would like to see environmental impact studies on the Carter Preserve and the Wood Pawcatuck Watershed. The town of Charlestown has requested more time to formulate a response to the proposal and I think that's fair considering the potential impact.

All the best,

Sarah Fletcher
[redacted] Charlestown RI 02813

NEC FEIS Comments - RECORD #354 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : David
Last Name : Prescott
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea,

Save The Bay needs some additional information in order to submit meaningful comments on the Tier I EIS. Please let me know how much time will be saved in Rhode Island by implementing the preferred alternative and the estimated cost of that alternative within the state. Thank you for your assistance.

Best

Dave

--
David Prescott, South County Coastkeeper
Save The Bay
8 Broad St.
Westerly, RI 02891
*T: *(401) 315-2709 *E: *dprescott@savebay.org
----
*savebaynarragansett <https://www.facebook.com/savebaynarragansett> |
@savethebayri <http://twitter.com/savethebayri> | +savethebayri
<http://plus.google.com/u/0/b/102199483407014808222/102199483407014808222/> *

NEC FEIS Comments - RECORD #355 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Erin
Last Name : Kenyon
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Erin Kenyon
Charlestown, RI

NEC FEIS Comments - RECORD #356 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Claudia
Last Name : Rowley
Stakeholder Comments/Issues :

Dear Sirs:
I am writing to voice my opposition to your proposal to reroute theN.E. Corridor as outlined in the Tier1 Environmental Impact Statement. This area in Westerly, Charlestown ,and Richmond is called God's Country in RI and is cherished by all RI and many others in surrounding states.As you can tell by the fast growing opposition the RI taxpayer respects the environment, wetlands, nature preserves Anne the right of private ownership and native Americans. Our politicians have recently gone for some bad plans/ investments so we are wary of desperate politicians trying to jump at anything in order to look good, especially a plan turned down by two areas in CT. Please rethink your plan.
Thank you,
Claudia Rowley
[redacted]
South Kingstown RI 02879
Sent from my iPad

NEC FEIS Comments - RECORD #357 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Erin
Last Name : Kenyon
Stakeholder Comments/Issues :

To whom it may concern,

I am sure my voice is not the only one you are hearing asking for an extension to the open comment period on the Northeast Corridor EIS that is slated to close on January 31st.

The town council of Charlestown, RI held an open meeting last night regarding the FRA proposal. Around 500 people turned out for this meeting and I know many more were unable to attend. A majority of the people who spoke expressed their concern regarding the comment period, especially since many of us were notified shortly before the busy holiday season.

Amtrak as well as most of our elected officials were either at the meeting or sent representatives. There was no one there from the FRA to hear the concerns as one citizen after another stood to express their concerns about this plan for 3+ hours. The town council explicitly asked if there was anyone there to speak in defense of the FRA proposal - out of 500 people, not a single person had anything positive to say.

Washington County is listed as the second most impacted area in the proposal, but we have had the least notification or communication. This proposal will have immense, long-term, impacts to our area; changing the very nature of what makes this part of Rhode Island so special.

Please, with respect to myself and my fellow citizens, extend the comment period on this proposal to allow more detailed examination by ourselves and our elected officials. For a plan that is expected to take 30 years to implement, there is no reason to not extend the comment period by another 60 or 90 days. Absolutely none, unless you are against giving citizens the time to be informed about what their federal officials are doing.

Thank you for your time,

Erin Kenyon
Charlestown, RI

NEC FEIS Comments - RECORD #359 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Karen
Last Name : Unsworth
Stakeholder Comments/Issues :

Dear Federal Railrad Administration:

I am writing in FIERCE opposition to the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20, 2016!!!

It is clear, that the Federal Railroad Administration has failed in many respects, but especially to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. My family and my neighbors will do everything in our power to assure the demise of this ill conceived plan. We already subsidize mostly empty trains ... now we must pay billions to subsidize more and faster empty trains? Spare us the cost and environmental degradation .... we will fight to the end!

Sincerely,

Karen & Dennis Unsworth

Kenyon, RI

NEC FEIS Comments - RECORD #360 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Grace
Last Name : Adams
Stakeholder Comments/Issues :

Will electric trains (preferably with renewable energy generating 95% to 99% of it) be any help in slowing climate change?

NEC FEIS Comments - RECORD #361 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Barbara
Last Name : Noyes
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:
I am writing to object to the NEC Preferred Alternative in the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass has caused and will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
- The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District, including areas visible to the scenic historic district.
- The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
- The appendices and maps do not all show a tunnel or indicate National Historic Landmarks. All appendices and maps should be updated to be consistent.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.
Name: _Barbara Smith Noyes _____

Address: [redacted]
Town, State, Zip: _Old Lyme, CT 06371_____
Email address: [redacted]_____Date:
_1/11/17_____

NEC FEIS Comments - RECORD #362 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Allen
Last Name : Olsen
Stakeholder Comments/Issues :

Dear sir or madam,

My name is Allen Olsen, and I am a resident of Charlestown, RI. I am a member of the Charlestown Historical Society, the Rhode Island Historical Society, a director on the Board of Directors of the Rhode Island Music Hall of Fame, as well as an online history instructor.

The Amos Greene Farm is a privately owned historical homestead, once the home of Revolutionary War Captain Amos Greene. Just across from that is the Francis Carter Preserve, an area which I hike in frequently. Building a bypass through these areas will have a negative effect on the private and historical preservation of the Amos Greene Farm as well as federally protected wetlands within the Francis Carter Preserve. It is for these reasons that I am steadfastly against the Tier 1 plan as it affects Charlestown, Rhode Island.

The town hall meeting at the Charlestown Elementary School on Monday night, 1/10, attracted hundreds of people in opposition to this plan. Many of them stand to lose their homes, and vocally expressed their opinions on Tuesday night. A member of the Narragansett Nation also spoke in opposition as did directors of the conversancy. It's sincerely hoped that my personal concerns and those of others will be heard.

Thank you for your time, and thank you for strongly considering a different route for the North East Corridor Tier 1 plan.

Allen O. Olsen

NEC FEIS Comments - RECORD #363 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Christine
Last Name : Thompson
Stakeholder Comments/Issues :

NRA officials,
My family recently bought a home within earshot and possibly eye sight of your proposed rail line along the 95 corridor through Mystic and Stonington. We would like to express our dissatisfaction with this plan. There are too many businesses and homes in this area that will be affected adversely if the tracks are run through this area.

Phil and Chris Thompson

Sent from my iPad

NEC FEIS Comments - RECORD #364 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Tonya
Last Name : LeCour
Stakeholder Comments/Issues :

Please do all you can to prevent the “Old Saybrook to Kenyon Bypass” plan proposed by the Federal Railroad Administration. While there are certainly improvements which can and should be made to rail service, this particular plan is not the one to implement. The plan will negatively impact Rhode Island. The proposal is detrimental to multiple communities including Charlestown where it would have serious environmental, cultural, historic, agricultural, and human consequences. The current proposal would destroy historic properties which are protected by conservation easements, conservation lands, Native American tribal land, federally funded historic housing, wetlands, and people’s homes. This is not the plan that should be implemented and this is the time to say no to this particular plan. My understanding is that there have been numerous plans to choose from which do not include the bypass. We look to you to preserve our communities. Thank you in advance for your efforts on our behalf.

Sincerely,

Tonya A. LeCour

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #365 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Bill
Last Name : Bartholomew
Stakeholder Comments/Issues :

To whom it may concern,

I am sure my voice is not the only one you are hearing asking for an extension to the open comment period on the Northeast Corridor EIS that is slated to close on January 31st.

The town council of Charlestown, RI held an open meeting last night regarding the FRA proposal. Around 500 people turned out for this meeting and I know many more were unable to attend. A majority of the people who spoke expressed their concern regarding the comment period, especially since many of us were notified shortly before the busy holiday season.

Amtrak as well as most of our elected officials were either at the meeting or sent representatives. There was no one there from the FRA to hear the concerns as one citizen after another stood to express their concerns about this plan for 3+ hours. The town council explicitly asked if there was anyone there to speak in defense of the FRA proposal - out of 500 people, not a single person had anything positive to say.

Washington County is listed as the second most impacted area in the proposal, but we have had the least notification or communication. This proposal will have immense, long-term, impacts to our area; changing the very nature of what makes this part of Rhode Island so special.

Please, with respect to myself and my fellow citizens, extend the comment period on this proposal to allow more detailed examination by ourselves and our elected officials. For a plan that is expected to take 30 years to implement, there is no reason to not extend the comment period by another 60 or 90 days. Absolutely none, unless you are against giving citizens the time to be informed about what their federal officials are doing.

Further, note that as citizens of this area, we will not allow for this operation to take place.

Thank you for your time,

William Bartholomew

NEC FEIS Comments - RECORD #366 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Arianna
Last Name : Miceli
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 12, 2017.
It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.
Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
Sincerely,

Arianna Miceli
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #367 DETAIL

Status : [redacted]
Record Date : 1/12/2017
First Name : Sara
Last Name : Santos
Stakeholder Comments/Issues :

Hello,

I attended the Charlestown council meeting and, like many, want to make it clear that I do not stand behind the new proposed railway changes that include the Old Saybrook to Kenyon Bypass.

Having this proposal excepted into Tier II will allow it to loom over residents and negatively impact property value, donations to land trusts for years. Not to mention, it will only waste tax payers money to confirm in further impact studies that protected land, wetlands, Native American land, people's homes, and United Nuclear are all in the path of this bypass.

I stand with Southern RI and Southeastern CT, all opposing this bypass and let's stop it here! Before January 31st!

Not to mention, it is the tax-payers' hard earned money you are planning to spend on this outdated idea. In a proposal for 2040 I would have expected to see technology that would allow for better, lighter, more agile trains than what is being proposed (a 200 mph bullet train).

I support the idea of train travel, but this proposed plan was already a waste of time and money from the looks of it. Let's not waste 140 billion dollars and destroy land for senseless ideas.

DO NOT LET THIS GO TO TEIR II!! FRA needs to do MUCH better and get with the times - think forward and you might start seeing progress!

Thank you all for your time,
Sara Santos

Waletzko, LeAnn

From: Siegel, Ruby
Sent: Wednesday, April 12, 2017 3:43 PM
To: Waletzko, LeAnn
Subject: FW: NEC FUTURE Tier 1 Final EIS

Ruby Siegel
Vice President
AECOM

[redacted]

From: Albert L. Papp, Jr. [redacted]
Sent: Thursday, January 12, 2017 6:14 PM
To: Siegel, Ruby
Subject: NEC FUTURE Tier 1 Final EIS

Dear Ruby:

Happy New Year!

Why, oh why, did the FRA decide to (only) allow until January 31, 2017 for comments? What with the holidaze, the weather, etc., this really is pushing it. The report is lengthy and most of us are still in recovery mode. Rather bizarre.

So, as a favor, could you please arrange to send me two hard copies each of both the Comment Summary Report and the Final EIS, for review. I've tried to read the narrative and the maps on the computer but my aging eyes just can't grasp it all and refer back and forth to various sections.

I'm also a bit confused as to why there are only two FRA public meetings (in Springfield, MA and Baltimore, MD), with the remaining two being "virtual." The release claims that, "The FRA will not publish a ROD until some time after the close of the waiting period (January31, 2017)." But with no date certain - "some time" - is nebulous.

This is an important undertaking and what with a new administration about to be seated, and claiming to be infrastructure oriented, why all the rush?

I'm baffled as are others.

Best,

Al

Albert L. Papp, Jr.
[redacted]
Maplewood, N.J. 07040-1919
New Jersey Association of Railroad Passengers, Director

NEC FEIS Comments - RECORD #368 DETAIL

Status : [redacted]
Record Date : 1/13/2017
First Name : Amy
Last Name : Cochran
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20,2016.
It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.
Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
Sincerely,

Amy Cochran
Stonington CT

NEC FEIS Comments - RECORD #369 DETAIL

Status : [redacted]
Record Date : 1/13/2017
First Name : Tammy
Last Name : Walsh
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 22, 2106*.*

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Tammy King Walsh

[redacted]

Ashaway, RI 02804-2903

NEC FEIS Comments - RECORD #370 DETAIL

Status : [redacted]
Record Date : 1/13/2017
First Name : Lucinda
Last Name : Hautaniemi
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:
There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.
Name: Lucinda Hautaniemi
Address: _[redacted]
Town, State, Zip: __Old Lyme, CT 06371
Email address: _____[redacted]
Date: 01/13/2017_____
Sent from my iPhone

NEC FEIS Comments - RECORD #371 DETAIL

Status : [redacted]
Record Date : 1/13/2017
First Name : DeNoia
Last Name : Family
Stakeholder Comments/Issues :

To whom it may concern:

My family and I are residents of the North End in Westerly RI, which would be directly seriously affected by this bypass plan. We are opposed to the plan for three reasons:

1. This plan would directly affect the residents of the North End and other parts of Westerly by the taking of private homes and properties of people who cannot reasonably pick up and move their whole lives someplace else in order to accommodate Amtrak's plan for a 45 minute shorter trip from New York to Boston.

2. FRA's Northeast Corridor Final Environmental Impact Statement in Chapter 7.1 states that the the construction of their new tracks "encounters the Pawcatuck River Aquifer sole source aquifer". This, you may know, is the water supply that is used by 70% of our town.

3. The FRA's proposal will build four tracks through the Grills Preserve, the Riverwood preserve and other environmentally fragile land that the town protects in perpetuity as open spaces.

We are in favor of progress, but as Sen. Dennis Algiere said on January 10th, not the part of this plan which would do so much damage to the people, the natural resources and the environment as this plan will do.

If you must connect to Providence, RI, then follow Route #95 from the RI- Connecticut border to Providence.

Respectfully,
Michael. G. DeNoia Jr
[redacted]
westerly, RI 02891
[redacted]

NEC FEIS Comments - RECORD #372 DETAIL

Status : [redacted]
Record Date : 1/13/2017
First Name :
Last Name : Helen
Stakeholder Comments/Issues :

Dear Sir or Madame - I am deeply opposed to a high speed railroad through Old Lyme, Ct. We already have a railroad line which all communities along the corridor feel should be upgraded, but no new railroad is needed or wanted. We also have a superhighway running through town. Isn't that enough damage for one small historic area? House values in Old Lyme have dropped, real-estate market has come to a standstill, and businesses will not move in. Please stop this devastation and refurbish the existing line. Sincerely, Helen Krieble, resident of Old Lyme.

NEC FEIS Comments - RECORD #373 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : js
Last Name : sj
Stakeholder Comments/Issues :

To Whom It May Concern:

I attended the Charlestown council meeting and, like many others, want to make it perfectly clear that I do not stand behind the new proposed railway changes that include the Old Saybrook to Kenyon Bypass.

Having this proposal accepted into Tier II will allow it to loom over residents for many years and negatively impact property values as well as donations to land trusts. (And change the meaning of "in perpetuity") Not to mention, it will only waste taxpayers money to prepare an impact study to show that much of the land included in restructuring the bypass is protected land, farms, wetlands, Native American land, people's homes, and the former United Nuclear site. All of these various types of properties are included in the path of this bypass.

I stand with Southern RI and Southeastern CT, all opposing this bypass and we need to STOP IT HERE AND NOW, BEFORE JANUARY 31ST!

I would also like to stress, it is the taxpayers' hard earned money you are planning to spend on this outdated idea. In a proposal for 2040 I would expect to see technology that allows for better, lighter, more agile trains than what is being proposed (a 200 mph bullet train).

I support the idea of train travel, but this proposed plan is already a waste of time and money from the looks of it. Let's not waste 140 billion dollars and destroy land for senseless ideas.

DO NOT LET THIS GO TO TEIR II!! FRA needs to do MUCH better and get with the times - think forward and you might start seeing progress!

Thank you all for your time,
Jo Anne Santos

NEC FEIS Comments - RECORD #374 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Steve
Last Name : S
Stakeholder Comments/Issues :

January 13, 2017
>
> Dear Sir or Madam:

> I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on Dec. 18, 2016.
>
> It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
>
> As a current member of the Charlestown Zoning Board of Review, and a previous member of the Charlestown Planning Commission, I am deeply troubled by the potential hazards such a project would have on the critical aquifers Charlestown residents rely on for water. Charlestown has no public water supply. All of us depend on wells. Construction of such a massive nature would likely have a detrimental effect on the aquifers. Much of Charlestown land sits on the glacial moraine consisting primarily of ledge, making construction extremely difficult in areas such as Shumankanuc Hill where several homes likely would be taken for this project to proceed.
>
> The Planning Commission and the Zoning Board of Review carefully review and consider all proposed projects with respect to prudent land use, protecting the wetlands, tribal and conservation lands. This rail plan respects none of these important issues.
>
> To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. That residents homes would be “taken” for this construction project is unthinkable and unacceptable.
>(

> The time savings resulting from this massive undertaking does not justify the countless negative impacts. A traveler can simply plan ahead, take an earlier train, or utilize another mode of transportation -perhaps an airplane!
>
> Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.
>
> Sincerely,
>
> JoAnn Stolle, Charlestown, Rhode Island Zoning Board of Review Member
>
[redacted]
>
> Charlestown, RI
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>
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>

NEC FEIS Comments - RECORD #375 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Katie
Last Name : Ricci
Stakeholder Comments/Issues :

NEC Future

Federal Railroad Administration,

Charlestown, Rhode Island, is a place that I will always call home. I spent my childhood summers exploring the woods behind my parent's house, chasing Curley Fenner's cows around our back field, and telling ghost stories in the revolutionary-era graveyard that sits behind the house. Even after these careless summer days faded away and I grew up, went to college, a career, and moved to the city, something always brings me back to this place- the place that my parents meticulously restored back to the 16th century farmhouse from junkyard ruins, the place where my brother proposed to his wife and where they later said their vows, and the place that I someday hope to bring my children to experience the lighthearted summer days that I had as a child. So why do I bring up all this small farmhouse in a small town in our small state? Because your actions are threatening its livelihood. My intention in this letter is not only to express my disapproval of the proposed bypass but also to attempt to convey the deep emotional impact this would have not only on my family but on the thousands of Rhode Island citizens this bypass will effect.

This week I sat in the Charlestown, RI town meeting and listened to hours of stories of heartbreak. One woman, aged 80, has lived in her house since her teen years. Decades of memories stored in the foundation of her home, right through which the new train line would plow. A young couple, excited to start their new life, just bought a small block of land and now it will be taken from them in the name of "eminent domain." My parents, who have donated their historic farm to the conservation society so that it can be enjoyed by the public for generations to come, will now have to watch as the Acela cuts it in half all in the name of saving five minutes through our town from the trip from Boston to New York. I must ask, is five minutes truly worth destroying the almost 500 years of history our home holds? How can all these stories be ignored?

The federal government is designed to protect and aid the citizens of this country. For years I held our government in great esteem, however now I am questioning some of this confidence. While it may seem trivial to those who it does not directly affect, this proposed bypass route feels like a destruction of my rights as a citizen. What about my rights to a home, to memories, to the woods I grew up playing in? Why protect the land in perpetuity if tomorrow when it can be bulldozed on the whim of the government who vowed to protect it?

I am a young woman that works in a fast-paced, technological field. I understand the need for progress and innovation, but I also understand that it is imperative to protect not only our history, but the little things that make Rhode Island such a unique and wonderful place. The Narragansett Tribal lands, the Carter Preserve, the Amos Greene Farm, and the old mill villages of Shannock are just a few places that make this small town truly unique and are part of the reason why thousands of people have chosen to call Charlestown their home and why thousands have raised their voices in dissent over this new plan. As of January 13th, 2017, over 2,400 people have signed a petition protesting the bypass and just tonight I saw hundreds show up to a meeting on a rainy Tuesday to make sure their voices are heard. We implore you to think of the families that this affects, the land that this destroys, and reconsider the bypass route.

Thank you very much for your time,

Katie (Mary) Ricci

NEC FEIS Comments - RECORD #376 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Jane
Last Name : Back
Stakeholder Comments/Issues :

We,the citizens of Charlestown, Rhode Island are adamantly and unanimously opposed to the new section of the railroad that is to go through

the rural area of our town. The track would bisect pristine farm land,Tribal land, precious wetlands, conservation land,open space, whole neighborhoods and

peoples' very homes.

This magnificent land would be forever and irrevocably damaged.

We are in total support of the rail system and applaud the effort to upgrade it.

We all need to make use of public transportation.

There is a rail bed already in place. Use it and upgrade it.

And let the train continue to stop at the historic and beautiful town of Westerly, RI.

Respectfully,

Jane and Sam Back

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #377 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Carolyn
Last Name : Wakeman
Stakeholder Comments/Issues :

Dear Madam/Sir:

I write to express strong opposition to the Kenyon-Old Saybrook bypass and to the limited notice, which does not allow sufficient time for public comment and analysis. I first learned about plans for this bypass on sept. 6, 2016.

The Railroad Administration has not demonstrated a compelling need for the bypass, and it appears that the FRA has not complied with the law by selecting this bypass as part of the Final Environmental Impact Statement prior to public comment.

The bypass would have disastrous consequences for the historic properties and environmental resources in Southeastern CT and RI.A 60-day extension of the deadline for public comment from Jan. 31, 2017, to April 1, 2017, is essential and has clear precedent.

I and other members of the public wish to have time to provide informed comment on the bypass before the Programmatic Environmental Impact Statement is finalized.

Sincerely,
Carolyn Wakeman

NEC FEIS Comments - RECORD #378 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Don
Last Name : Danila
Stakeholder Comments/Issues :

The Niantic River Watershed Committee would like to provide the attached comments on the Federal Railway Administration Northeast Corridor Alternatives Tier 1 Environmental Impact Statement. We understand that comments on the Tier 1 EIS may be submitted to the FRA prior to January 31, 2017 even though the FRA is not obligated to make any responses to these comments. Thank you for allowing us to take this opportunity and we look forward to future involvement in this major transportation proposal, particularly the Tier 2 EIS process.

On Behalf of the Niantic River Watershed Committee,

Donald Danila

East Lyme Representative, Board of Directors

Attachments : Jan 2017 NRWC Response to FRA.pdf (114 kb)

Niantic River Watershed Committee, Inc.

www.nianticriverwatershed.org

January 13, 2017

Administrator Sarah Feinburg
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Feinburg:

The Niantic River Watershed Committee (henceforth, the "Committee") takes this opportunity to provide comment on the Federal Railroad Administration ("FRA") Northeast Corridor ("NEC") Tier 1 Environmental Impact Statement ("EIS") with respect to the Preferred Alternative, specifically the proposed Old Saybrook-Kenyon New Segment ("OS-K NS"). The Committee is a volunteer 501(c)(3) non-governmental organization dedicated to improving water quality in the Niantic River, Connecticut and its tributaries. The goal of the Committee is to restore and improve this significant coastal estuary and its tributaries such that they fully support all appropriate uses. We do this through several means, including water quality monitoring,-education, and outreach to our fellow citizens and government entities. This committee was formed as a result of efforts culminating in a document completed in 2006, which was The Niantic River Watershed Protection Plan (full citation given below). This document was prepared under the auspices of the Connecticut Department of Environmental Protection (now Energy and Environmental Protection; "DEEP"), Office of Long Island Sound Programs, through awarded financial support by federal NOAA-OCRM agency program to holistically address coastal nonpoint source pollution management, and in conjunction with the four towns comprising the Niantic River Watershed: East Lyme, Waterford, Salem, and Montville. The committee is composed of two town government-appointed members from each of the four watershed towns, single representatives from the Waterford-East Lyme Shellfish Commission, the East Lyme Harbor Management/Shellfish Commission, and an ex officio representative from CT DEEP. An employee of the Eastern Connecticut Conservation District ("ECCD") in Norwich, CT serves as the Watershed Coordinator. The Coordinator serves as an administrator to the Committee and provides guidance along with our CT DEEP representative. The Committee recently evaluated the status of the Niantic River Watershed Protection Plan's recommended actions over the last 10 years. We found a remarkable percentage of inter-community support and positive action steps that have been taken. The Committee is about to enter into a 1-year Plan update to build upon these early successes and strive closer in meeting community goals of restoring a healthy and vibrant Niantic River and watershed.

The Niantic River is a unique coastal estuary in Southern New England, providing habitat for many marine and estuarine organisms of many phyla of plants and animals. These include critical habitat formers such as eelgrass and species important to recreational and commercial fisheries, such as bay scallop, blue crab, winter flounder, and striped bass. The northwestern arm of the river has an undeveloped shoreline adjacent to the Oswegatchie Hills. This Hills area, nearby the route of the OS-K NS, forms a unique coastal woodland habitat and landscape within our highly developed state. The river

also supports many highly sought after human uses, including boating, swimming, fishing, and shellfishing. However, in recent years there has been a water quality impairment issue identified that has been related to excessive bacterial and nutrient loading, particularly from nitrogen, likely related to undermanaged stormwater runoff from impervious surface areas and disruption of contiguous habitats fragmented by developed areas comprised of residential, commercial, and transportation corridor uses. Further, the river does not fully support the expected diversity and abundance of aquatic life. The causes of the impairment and less than expected aquatic life support are not fully understood nor are the remedies, hence, the mission of the Committee.

The Committee has performed water quality sampling over the past 5 years at sites located on Niantic River tributaries and is familiar with similar efforts by other entities, including the Town of Waterford and the U.S. Geological Survey. Each month, the Committee's water quality monitoring program measures water quality parameters, including temperature, dissolved oxygen, conductivity, pH, and the nutrient nitrate-nitrogen. Under purview of CT DEEP and its assigned responsibilities upon receiving delegated authority of the federal Clean Water Act, both the Committee and ECCD have performed sampling of aquatic organisms in these tributaries under a program called Riffle Bioassessment for Volunteers ("RBV"). Both the water quality sampling and RBV results indicate that, in general, these tributaries provide input of good to excellent fresh water to the Niantic River estuary, although nitrogen levels remain a concern. These efforts are designed to provide scientific data to state and local governments and citizens such that measures or good practices might be taken to reverse current impairment and improve the ecology of the Niantic River.

The main body of the Niantic River also has had numerous studies conducted within its bounds, including a relatively unique 40+-year ecological study performed as part of environmental licensing requirements for Millstone Power Station, located nearby on Niantic Bay in Waterford. Other investigations include those of the University of Connecticut and other scientific institutions or agencies. Such information provides baseline information and long-term trends and is critical to our understanding of the estuary and its biota.

With a goal of reducing further environmental degradation to the Niantic River, the Committee is very concerned over potential environmental impacts to it and its watershed should the OS-K NS go forward as currently proposed. This is not a unique concern raised by our local communities. During development of the 2006 Niantic River Watershed Protection Plan, similar preliminary evaluation statements and broad stroke planning statistics contained within a federal highway extension Environmental Impact Evaluation document (the Connecticut Route 11 Expressway) were identified as less than fully assessed for targeted Niantic River watershed health. Now in 2017, the Committee is concerned that additional cumulative impacts from the proposed OS-K NS may not allow the Niantic River to recover all of its natural functions to the fullest extent. This proposed route will cross the Towns of East Lyme and Waterford close to the northern headwaters of the Niantic River and pass over a number of its tributaries and through their watersheds, including Latimer Brook, Oil Mill Brook, and Stony Brook. The route will go through the newly created Niantic River Headwaters property, which is a critical parcel of woodlands and wetlands that we thought had been recently protected from any development.

In consideration of the NEC plan, as a first step we support a specific recommendation of Connecticut Governor Dannel Malloy, which was made in his letter to you dated February 11, 2016 (Tier 1 EIS comments). Namely, "Connecticut strongly recommends that FRA initiate a *phased* Tier 2 Environmental Impact Statement (EIS) program…[that] should focus on enabling *all* projects identified in the No-Action Alternative (funded or unfunded)…Only *after* this is completed should major new capacity be evaluated. These bolder and more costly initiatives deserve much more rigorous and comprehensive evaluation before FRA can recommend investments of this magnitude."

The Committee understands that FRA will not respond to any comments made during the 30-day waiting period after issuance of the Tier 1 Final EIS, which ends on January 31, 2017. However, we intend to follow these identified NEC issues closely during the more detailed Tier 2 EIS process, which we expect will unfold over some time. During this process the Committee expects to evaluate highly detailed information provided by the FRA on its proposals for NEC alternatives that are made available for public review and comment.

Sincerely,

Christine A Tomichek

Christine Tomichek, Chair
On behalf of the Niantic River Watershed Committee

Reference:

Connecticut Department of Environmental Protection, Office of Long Island Sound Programs in cooperation with Town of East Lyme, Town of Montville, Town of Salem, and Town of Waterford. 2006. Niantic River Watershed Protection Plan. Watershed-wide Strategies to Prevent Nonpoint Source Pollution. 180 pp + 6 appendices. Accessible via http://www.ct.gov/deep/cwp/view.asp?a=2719&q=379296&deepNav_GID=1654#nianticriver

See also www.nianticriverwatershed.org for information on the NRWC

cc:
Mr. Mark C. Nickerson, First Selectman, Town of East Lyme
Mr. Ronald R. McDaniel, Mayor, Town of Montville
Mr. Kevin T. Lyden, First Selectman, Town of Salem
Mr. Daniel M. Steward, First Selectman, Town of Waterford

NEC FEIS Comments - RECORD #379 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Jane
Last Name : Back
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Jane and Sam Back

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #380 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Tom
Last Name : Gentz
Stakeholder Comments/Issues :

To Whom It May Concern:

Here are the comments I prepared for the Charlestown Public Hearing on Tuesday, January 10, 2017 opposing the Old Saybrook to Kenyon Bypass.

Sincerely,

Tom Gentz
Former Charlestown Town Council President

Gentz Response to FRA

Madame President, members of the Town Council, Town Administrator, Town Solicitor and Legislative and Congressional guests, I am Tom Gentz, former Town Council president.

I applaud the Town Council for having this public hearing and listening to Charlestown residents. Having Congressional, State Legislators and State officials here tonight took a lot of planning around the Holidays. Thank you.

Tonight I will cover two items. First how we got here and second our goal of defeating the proposed straightening of the Amtrak tracks in Charlestown and keeping Amtrak within its current right-of-way.

In November 2015, I received a letter from the Federal Railroad Administration, or FRA along with a 12 page, four color Executive Summary. When I read the Executive Summary, it showed the proposed tracks entering RI about ten miles north of Westerly center, running north of the existing track through Charlestown, and rejoining the existing tracks. As the map indicates, this route would appear to pose no threat to Charlestown. Here is what that detail looked like (I hold up the entire EIS). Charlestown is where the sticky is. For unknown reasons, the FRA was indifferent to the fact that its out-reach effort completely failed to elicit comments from any town in South County. It is for the FRA to answer why they didn't see the need to attempt a more effective out-reach effort.

Secondly, I would be honored to meet with Senators Reed, Whitehouse, Congressman Langevin and Governor Raimondo to request that they support the Town Council's position keeping Amtrak within the current right-of-way. At those meetings I would join the Charlestown Town Council President, Vice President, Westerly Town Council President, Narragansett Indian Tribe, The Nature Conservancy, Charlestown Land Trust, and Charlestown residents Mike Rzewuski, a US Navy Submariner veteran, who served the Town of Charlestown as the Zoning Board of Review Chair for decades, Kim Coulter whose family has farmed the same location for four generations, Russ Ricci, who owns the Amos Green farm that goes back to the Revolutionary War and John Goodman who lives in Columbia Heights and was an aide to Senator John Chafee. All are directly impacted by the revised route.

The discussion will be about abandoning the track straightening from Old Saybrook, CT to Kenyon, RI, and keeping the existing tracks for all Amtrak traffic.

The railroad tracks have been in Charlestown since the 1800's. If they could have been straightened easily, it would have already been done as trains of that era would not have missed any village along the way to straighten them now will take "ditching" or putting the tracks deeper below grade like at the Charlestown Elementary School or tunnel boring like the Chunnel from France to England. The straightening will greatly impact those along the proposed route for a little gain in time with increased speed and a great loss in property value through eminent domain taking. Residents will lose faith in the Federal and State government. Our precious open space that makes Charlestown unique in all of New England will be lost forever. The straightening needs to be taken off the table immediately once and for all by our Congressional Delegation and Governor. To have this sword hanging over Charlestown's head for the current and distant future is unacceptable, the Town votes to keep the tracks in the existing boundaries.

We all have assembled here tonight to send a clear message, and I am confident our Town Council will deliver it in no uncertain terms. Charlestown is not willing to allow displacement of its residents, lower resident's property values for decades during an extended debate and abandon its commitment to preserved open space and conservation easements to hasten the passage of passengers to some further destination at Charlestown's expense by a lousy one or two minutes. Keep Amtrak within the current right of way. Thank you.

NEC FEIS Comments - RECORD #381 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Nike
Last Name : Whittemore
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on Jan. 12, 2017.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Nike Whittemore

NEC FEIS Comments - RECORD #382 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madam:
I have attached a letter for your attention regarding the Proposed Kenyon to Old Saybrook Bypass as described in the NEC Environmental Impact Statement. Besides my attached comments, I have a question about the authors of this EIS. Did they contact, interview, hold a meeting with residents of the effected areas where new rail lines are proposed, or mail out a survey to residents of the people of Washington County, RI or New London County, CT? Please respond to the email at the address above.
Thank you for your consideration,
Michael Chambers

[redacted]
Charlestown, RI 02813
January 13, 2017

Dear Sir or Madam:

I am writing to oppose the inclusion of the proposed Kenyon (RI) to Old Saybrook (CT) Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 24, 2016. Since that time, to understand the ramifications of the proposed plan, I attended an open meeting on the matter hosted by the Charlestown RI Town Council on January 10, 2017. Besides local residents, the meeting was attended by state officials, Amtrak representative and out of state interested parties. The FRA, though invited, chose not to participate and listen to comments on the proposed bypass plans. This causes me much concern that the FRA does not feel that the residents matter.

As a result of that town council meeting, it is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for the proposed Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass alternative as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the proposed Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. These impacts include disruptions to stable, long-standing neighborhoods; damage to protected public land areas; encroachment on Narragansett tribal lands; denigration of critical wetland areas; possible negative effects to drinking water supplies; intrusion on and closure on sensitive wildlife preserves; and poses a danger to human habitation among other impacts simply because the Environmental Impact Study authors made some serious and erroneous assumptions about the effect of the proposed bypass on the local area. There is a decided lack of hard facts and figures in the EIS on which the FRA can make an informative decision. It seems that a majority of the EIS was cobbled together from other documents that are either out of date, patently misleading, or existed at solely a strategic planning level.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Michael Chambers

NEC FEIS Comments - RECORD #383 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Joy
Last Name : Bylan
Stakeholder Comments/Issues :

This project is not good for the Historic District of Old Lyme, nor for Old Saybrook. I am requesting a 60 day extension to the present extension in order to further consider the ramifications of this project.

This request for a 60 day extension was recommended by CT Senator Richard Blumenthal and other state and local officials at a December Old Lyme Town Hall meeting. It will provide more time for necessary public review and feedback on this ill conceived plan for multi-billion dollar new high-speed railroad tracks which will destroy the cultural, environmental, small business, and landmark history of Old Lyme.

Thank you for your consideration - there must be another way to accomplish the needs or all - commuters and the public.

Joy Bylan

Old Saybrook, CT

NEC FEIS Comments - RECORD #384 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Eileen
Last Name : and John Mueller
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:
There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Sincerely

Eileen Mueller
[redacted]
Old Lyme, CT 06371
[redacted]

NEC FEIS Comments - RECORD #385 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Dr.
Last Name : William F. O'Meara
Stakeholder Comments/Issues :

Gentlemen:

Attached are my comments regarding your plans for the railroad planning through Old Lyme, CT

William F. O'Meara

[redacted]

Old Lyme, CT 06371

RAILROAD TRACK THRU OLD LYME

Twenty-two years ago my wife and I moved to Old Lyme to build in a planned development which now encompasses 38 dwellings. During this period, we have seen our community and Old Lyme itself growing nicely in terms of residents, businesses, school children and those fundamental items which made such a move attractive.

Now we are confronted with a Federal Railroad Administration Plan to run a bypass from Old Saybrook, CT to Kenyon, RI and, as part of that bypass, a tunnel through Old Lyme.

Such a decision would destroy the town's cultural attractions especially the Lyme Academy of Fine Arts, now officially part of the University of New Haven.

All our CT State Legislators, without exception, are on record as firmly opposed to the proposed bypass. Legislation will be introduced shortly to indicate that our State fiscal crisis will preclude the ability of the use of any State funds to be applied to a project of this nature at this time and within the foreseeable future.

As a private citizen, also a member of the Economic Development Commission of the Town of Old Lyme, I am vehemently opposed to the plan as presented. Moreover, I respectfully ask for a 60-day extension to the comment period especially in view of possible schedule disruption during the holiday season just completed. If necessary, I am prepared to place my property for sale now, take what I can get and vacate the area permanently.

What would the proposed billions invested attain - Forty-five minutes quicker passage from Boston to New York City? Would it generate enough greater rail use by additional passengers or other commercial returns to justify this undertaking? Highly doubtful - the bypass proposal must be stopped - Sooner the better.

Respectfully,

William F. O'Meara, Resident
[redacted]
Old Lyme CT 06371

NEC FEIS Comments - RECORD #386 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Susan
Last Name : Fuller
Stakeholder Comments/Issues :

I am writing to express MY STRONG OPPOSITION to the proposed re-routing of the railroad tracks with the current plan for the KENYON TO OLD SAYBROOK BYPASS.

I OPPOSE the proposed destruction of large areas of conservation land, historic farms, tribal lands and neighborhoods, that offers absolutely NO BENEFIT to the people who live here in southwestern Rhode Island.

In Charlestown and Richmond, WE PLACE A VERY HIGH VALUE ON OUR WOODLANDS AND RIVERS. Tremendous amounts of energy and money have gone into preserving those features of our natural landscape and we intend to keep them.

The idea of such utter destruction is truly obscene and is totally contrary to what we value in this part of the state.

Here is a description of just one of the 5 or 6 pieces of conservation land you plan on destroying. Frances C. Carter Memorial Preserve is owned by the Nature Conservancy:

“This preserve is one of the largest protected properties in the state. It joins several thousand acres of contiguous forest and contributes to an 11-mile corridor of open space running from the Ninigret National Wildlife Refuge to the state's Carolina Management Area.”

Adding insult to injury, there is NO BENEFIT to us in this proposal. We get a second set of railroad tracks that bisect 841 acres of Nature Conservancy property (Francis Carter Memorial Preserve), so people in Boston, New York and Providence can save from 1-5 minutes. Are kidding me? What could possibly make that worth it?

Make improvements to the current tracks but please keep those tracks within your current right of way.

Please stop this madness before it goes any further. The longer this goes on the more this plan impacts property values in the area.

STOP IT NOW!!!

Susan Fuller
Wood River Junction, Rhode Island

NEC FEIS Comments - RECORD #387 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Patricia
Last Name : Whisker
Stakeholder Comments/Issues :

What exactly is the plan for area between Old Saybrook, Old Lyme and New London? Are you planning a tunnel under the Connecticut river? Going north over the river??? Tier 1 Looks like a definite disturbance of the Ecological Systems as well as the Cultural Heritage of Old Lyme and the surrounding areas.

Patricia Whisker
Old Lyme

NEC FEIS Comments - RECORD #388 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name :
Last Name : suitske
Stakeholder Comments/Issues :

The EIS has proposed a bypass running from Old Saybrook to Kenyon, Rhode Island. We understand that rising ocean levels may cause problems with the existing route. I am writing to oppose this. To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. The state of Rhode Island is simply too small to accommodate the environmental and personal impact that this proposed change would make, and destroy our rural character.

NEC FEIS Comments - RECORD #389 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Jeanine
Last Name : Silversmith
Stakeholder Comments/Issues :

I am writing to express my deep concern over the proposed changes to the Northeast Corridor train route between Old Saybook, CT and Providence, RI.

This project ignores conservation and preservation policies and practices. A number of the properties slated to be condemned for this project have been protected in perpetuity with funding from individuals, foundations, corporations, municipalities, state and federal grants and countless hours of work.

Many have worked for decades to preserve this land to safeguard the quality of life for the residents and visitors of Connecticut and Rhode Island. This land was set aside to to ensure the right of clean water and clean air for generations to come. In addition, tourism is at the heart of the Rhode Island economy. Without open vistas, working farms, and recreational spaces in nature, our state will suffer dramatic economic losses that will far outweigh any benefit of a slightly shorter trip between Boston and New York.

I urge you to find an alternative that will not challenge residents' well-being or deny the voice and actions of the thousands of people who have worked to preserve land.

Jeanine Silversmith
[redacted]
Wakefield, RI

NEC FEIS Comments - RECORD #390 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Kevin
Last Name : Torres
Stakeholder Comments/Issues :

Dear FRA,

My name is Kevin Torres and I live on [redacted] in Pawcatuck, CT. You may not know where that is but you should- it's my home and your current plan with this bypass will effect a home I just bought 2 years ago for over 600,000 dollars. I bought this house here knowing full well where the current train runs through our town and plan to be here for the next 30 years. I am for the upgrades of the NEC but this bypass is not appropriate and will destroy many towns, homes, land trusts etc. Simply put please proceed with improvements but take out the bypass in Tier 1 so my family and I can sleep at night knowing we made a good decision only 2 years ago.

Thank you
Kevin Torres

Please feel free to call me at [redacted]

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NEC FEIS Comments - RECORD #391 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name :
Last Name : Nicole
Stakeholder Comments/Issues :

I am writing in disapproval of the Kenyon to Old Lyme Bypass proposed in future plans for the North East Corridor. I live in Pawcatuck CT with my husband and 3 children and the current proposal will run directly adjacent to my backyard. This will have major negative impacts on my family and community including economic and environment impacts. Please reconsider modifying existing tracks along this section. Housing and jobs have only just started show insights of recovery in his are and the threat of this high speed rail line is detrimental to my neighborhood.
I urge you please remove the Kenyon to old Lyme Bypass before Jan 31.
Respectfully,
Nicole Torres
[redacted]
Pawcatuck, CT 06379

Sent from my iPad

NEC FEIS Comments - RECORD #392 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Harvey Kaplin

NEC FEIS Comments - RECORD #393 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : kristin
Last Name : eidam
Stakeholder Comments/Issues :

Put a stop to the railroad bypass that will cut right through the heart of Charlestown. The supposed benefits do NOT justify the cost. Please consider other options for the sake of the citizens, including many farmers, wildlife, wetlands and protected lands that would be destroyed. The rural character of this community embodies the American dream for all of us that live here in the town that we love.

Please help us

Kristin Eidam

Sent from my iPhone

NEC FEIS Comments - RECORD #394 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Patricia
Last Name : Kemp
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 15, 2017.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely, Patricia M. Kemp

NEC FEIS Comments - RECORD #395 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Andrew
Last Name : Nauta
Stakeholder Comments/Issues :

I note a proposal for the NEC to adopt a preferred strategy by which a small segment is included to supplement an improved existing corridor and concurrently rejecting the tier 3 recommendations, the latter in line with proposals for HSR. The preferred strategy does little if anything to decrease the timing of commuting, only the increased probability that a user will arrive at the destination of one's choice. In today's transportation climate any one in need of transit will do so in the most expedient and if rail does not meet that expectation, the personal vehicle will be used, adding additional costs on vehicular investment, roadway maintenance, environmental compromise and the hours lost in production. The purpose of HSR is to reduce or eliminate all these costs on not only the one individual but approximately 5 million. The preferred option is an incentive for those considering commuting by rail to continue the use of the personal automobile with the knowledge HSR will not be in their future. In my view the reviews, meetings, and proposals of the NEC Future should not have included the no action strategy, but that the options 2 and 3 had remained on the table in line with HSR service. At the present time, there exist communities, towns and cities whose populations commute daily to the two large cities of Boston and New York. With the adoption of option 3, these several communities would not only benefit with a decrease in the number of vehicles from one destination to another, but the cities and towns would become enhanced in themselves with the probability of a higher number of commuters settling and sharing in the financial operations of these centres. I cite one example: Danbury CT which presently has ridiculous rail commuter service to NYC. A proposal in the Tier 3 plan would have direct high speed service both to Boston and NYC. What was not done when considering this option was the benefits to that city had that option been adopted; instead only the cost of implementation. Nor am I suggesting money grows on trees and therefore there is only so much around. However, the long term benefits of any city in CT which could benefit with the Tier 3 plan while lowering the cost in production of the individual commuter should have been estimated. Moreover, HSR would reduce the cost of highway maintenance and increase the productivity of commercial transportation, in particular on both the I 95, I 84 and New York's I 684 corridors, all of which are heavily used as commuter highways to Boston and New York.

Therefore, it is suggested that the preferred option be rejected and that the committee in charge of the NEC Future report to the agencies of the governments involved in this process: scrap any future options, including the no action, and recommend that any future proposals be based on a high speed rail platform; that existing agencies be separated from any future proposals; that foreign agencies in the high speed rail commuter industry with previous experience and expertise, including engineering firms whose track record has been proven, be involved in any future construction involving high speed rail proposals; and that consideration of HSR at a minimum speed to challenge the efficiency of private transportation and the reduction in the cost of production be accepted.

NEC FEIS Comments - RECORD #396 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Mary
Last Name : Shaw
Stakeholder Comments/Issues :

Dear Sir or Madam:
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass TODAY (Jan. 15).

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.
To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.
It will be devastating to Old Lyme and the Florence Griswold Museum, not to mention the Southeastern Connecticut shoreline community.
Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Mary S Halsey

Mary Shaw Halsey Marks
[redacted]

[redacted]
[redacted]

NEC FEIS Comments - RECORD #397 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Russ
Last Name : and Anu
Stakeholder Comments/Issues :

To whom it may concern,

Please, please, please…Scrap the proposed plan to alter the railroad line beginning in Old Saybrook/Old lyme to Kenyon Rhode Island. While we are all so aware of the shortcomings of the existing line and the need to upgrade. The proposed plan is deeply flawed in every way imaginable , and has absolutely no local support! It would absolutely destroy the local region's nature, history, economy, social fabric… There is nothing good about the plan.
I speek on behalf of my household(4 of us) and all of the communities in the region.

We will not allow it to happen!

Russell D. Fogg, Anu Godfrey-Fogg, Jonah Godfrey_Fogg, and Harry Godfrey-Fogg

[redacted]
Old Lyme, Ct. 06371
Russ and Anu
[redacted]

NEC FEIS Comments - RECORD #398 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Donna
Last Name : Norige
Stakeholder Comments/Issues :

I am writing to strongly oppose the Federal Plan to create a tunnel for a railway line to run through Old Saybrook Connecticut. We already have a port for railway to New York City and I feel that this project would disrupt the town significantly.
As a resident of Old Saybrook I can not see any upside to this project that will only prove to cut current real estate prices. Release of this plan shortly before Christmas with a 30 day period for response is suspect of a project that was planned to be shoved at us without notice.

NEC FEIS Comments - RECORD #399 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Lindsay
Last Name : Ormsby
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 13th.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Lindsay Ormsby

NEC FEIS Comments - RECORD #400 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Steven
Last Name : Felicetti
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 10th, 2017

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Steven J. Felicetti
[redacted]
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #401 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Jacob
Last Name : Seene
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
- The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
- The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Jacob Seene
Address: [redacted]
Town, State, Zip: San Diego, CA 92128
Email address: [redacted] Date: 1/16/2017

(while I do not live in CT, I frequently visit the area and want its history and environment preserved)

NEC FEIS Comments - RECORD #402 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Bryant
Last Name : Morenzoni
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20, 2016. It appears that the announcement and inclusion of the Kenyon to Old Saybrook Bypass was purposefully timed to coincide with the holiday season to minimize the potential for backlash and give the public the least possible opportunity to oppose this plan. Even if that was not the intent, the perception exists and the situation feels very underhanded.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

I attended the public meeting at Charlestown Elementary school in Charlestown, RI on January 10, 2017. It is abundantly clear that the communities this plan affects are unified behind its opposition. The taking

of family farms, destroying historical sites, bulldozing neighborhoods, invading sovereign Native American lands is, not surprisingly, unpopular. The damage done to our community is devastating to us who live and work here, all while providing minimal, and nearly unnoticeable benefit to Amtrak passengers. There is NO WAY that this slight benefit can outweigh the irreversible harm, and it is absurd that this is even being considered part of the plan.

Sincerely,
Bryant Morenzoni

NEC FEIS Comments - RECORD #403 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name :
Last Name : Bonnie
Stakeholder Comments/Issues :

I am writing to express my dismay over the proposed changes to the Northeast Corridor train route between Old Saybook, CT and Providence, RI.
A number of the properties slated to be condemned for this project have been protected in perpetuity - who will ever donate their land to a land trust if they know that it isn't really "protected in perpetuity"?
This land was set aside to ensure the right of clean water and clean air for generations to come, habitat for animals and to preserve a way of life.
I urge you to find an alternative that will not destroy preserved land.

Bonnie Silverman
[redacted]
Saunderstown RI 02874

Bonnie Epstein, Ph.D.
Rhode Island Museum of Science and Art
www.rimosa.org<mailto:bepstein@rimosa.org>
401-487-3521

NEC FEIS Comments - RECORD #404 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Jay
Last Name : Jackson
Stakeholder Comments/Issues :

Please do not approve the Kenyon to Old Saybrook By pass because it will severely impact our shoreline area with Old Lyme being impacted the most. Also, we just became aware of this proposal and respectfully request that you extend the deadline for comments. Thank you, Sincerely, Françoise and Jay Jackson

Sent from my iPhone

NEC FEIS Comments - RECORD #405 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Françoise
Last Name : Williams
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 16, 2017.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Françoise Williams

NEC FEIS Comments - RECORD #406 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Bob
Last Name : and Gabrielle Torphy
Stakeholder Comments/Issues :

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning.

Straightening the track in Charlestown, as near as we can determine, will save only one minute of travel time between Boston and New York. One minute. Even if it saves an hour, the price for this is enormous and unsupportable. Just in the Town of Charlestown alone it will cost over a billion dollars of taxpayer's money, cause the destruction of numerous homes, family farms, historic districts, drinking water aquifers, a wild and scenic river, critical habitats, conservation areas preserved in perpetuity and invade Narragansett Tribal Lands.

More specifically, the Bypass would destroy the bucolic Burdickville village, demolish the historic districts of Columbia Heights and Kenyon, ruin the productive fourth-generation Stoney Hill Farm, demolish the preserved Revolutionary-era Amos Green Farm, and invade other protected conservation lands.

The scope of the project and impact of the route would destroy dozens of private homes, cross land owned by the federally recognized Narragansett Tribe, fragment historic and active farmland, destroy or pass through numerous publicly and privately owned properties that are protected in perpetuity, fragment the Francis Carter Preserve (a significant wildlife corridor along the Pawcatuck River, and one of the largest protected areas in the state), require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild & Scenic River, requires filling of wetlands in the Great Swamp Management Area, and lies within both the established US Fish and Wildlife Great Thicket National Wildlife Refuge AND in the EPA-designated Wood-Pawcatuck Sole Source Aquifer. All to enable long-distance passengers to traverse the town a minute, maybe a few minutes, faster than current rail transport allows.* The inestimable and irreversible environmental costs to this part of our tiny state for that minute saved (to do what?) are staggering.*

I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 1st 2017. A 60 day extension of the deadline for public comment from January 31st 2017 to April 1 2017 is certainly in the public interest.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Although I support mass transit, I STRONGLY object to this plan.

Sincerely,

Gabrielle Torphy

[redacted]

West Kingston, RI 02892

[redacted]

--

Please note our NEW EMAIL ADDRESS: [redacted]

NEC FEIS Comments - RECORD #407 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Paricia
Last Name : DeVito
Stakeholder Comments/Issues :

I am opposed to the proposed rail plan through Old Saybrook for many reasons. We simply don't need here and the price tag is huge. Don't do it!

Patricia DeVito
[redacted]
Old Saybrook, CT

NEC FEIS Comments - RECORD #408 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : pat
Last Name : devito
Stakeholder Comments/Issues :

I am vehemently opposed to the proposed rail plan and tunnel in Old Saybrook. It is unnecessary, way too expensive and poses a danger to the character and environment of Old Saybrook and neighboring communities. The Acela Express is plenty fast enough as it is now.

Pasquale J. DeVito, Ph.D.
[redacted]
Old Saybrook, CT

NEC FEIS Comments - RECORD #409 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Ruth
Last Name : Platner
Stakeholder Comments/Issues :

Hello,

The Charlestown Citizens Alliance, a community organization in Charlestown Rhode Island, has a map gallery showing areas of impact in Charlestown Rhode Island as well as nearby Westerly and Richmond, from the proposal to add new tracks in a new location in Charlestown under the NEC Future plan. These can be found at http://charlestowncitizens.org/federal-railroad-administration-plan/ and then scroll down for the map gallery. Click on any thumbnail photo and it will open a slideshow of these maps. We continue to add additional maps, so you'll want to come back from time to time.

There are two videos below the map gallery. One amateur and one quite professional, but both worth watching.

There is a lively conversation in the posts below the videos, and also at the CCA Facebook pageat https://www.facebook.com/CharlestownCitizens/

For a small town with a population of roughly 8,000, I think our reaction has been extraordinary and deserves your attention.

Thank you,

Ruth Platner

[redacted]., Charlestown, RI 02813

NEC FEIS Comments - RECORD #410 DETAIL

Status : [redacted]
Record Date : 1/16/2017
First Name : Susan
Last Name : Lord
Stakeholder Comments/Issues :

I am writing this letter to express my opposition to the Kenyon to Old Lyme CT bypass.

A train track running through a community and in our neighbor's back yard's would have a negative impact both economically and environmentally. A high speed train traveling through a rural community doesn't work. Cutting through back yards doesn't work. In the train's predicted path there are multiple young neighborhoods with young families and many small children.

In addition to excessive noise and high pollution from the train (as well as the construction of the route) you are disrupting the environment of streams, animals and wetlands.

I believe you have under evaluated our inland area.

Just because you can doesn't mean you should.

Please take this into consideration as you explore the options - as I believe there must be a better way.

Thank you for your time.

Susan Lord (Pawcatuck, CT)

NEC FEIS Comments - RECORD #411 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : JUDITH
Last Name : ARCHER
Stakeholder Comments/Issues :

Dear Sirs, I feel this is about my third means of contacting the FRA to discourage the plans to run a rail system through our town of Old Lyme. I now understand tunneling is the latest thoughts. I will simplify the message I have to you by saying it's like running a tunnel under the Freedom Trail in Boston and a tunnel under the Everglades in Florida..We have a very unique and untouched town and natural environment here in our area. It's been left undisturbed by modern requirements for years. I won't go into it further. I know you have heard all of this many times over. I guess being the practical person I am.."Why can't you tune up the existing rail lines and make them safe and workable for further high rising tides etc?" I would think it will be alot less costly and less of an issue for people living in small New England towns like Old Lyme, Judith Archer

NEC FEIS Comments - RECORD #412 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Charlie
Last Name : Kroll
Stakeholder Comments/Issues :

As a weekly commuter on the northeast corridor between NYC and Kingston, I wanted to voice my support for the need to upgrade the rail service. The trains are incredibly crowded and my wife and I are often lucky to find seats together, making the journey less pleasant than alternatives like car and plane where we know we can sit together. The constant delays combined with the already slow scheduled speeds make the trip a challenge as well. Increasing capacity and speed would be a game changer for us. Incidentally, adding the stop you're considering at TF Green would make our lives immeasurably easier as well, cutting an additional 30 minutes off our weekly trip through a shorter drive.

Don't be discouraged by the nay-sayers who will put their own interests above the greater good. Go forward with the plan quickly and find small ways to reduce their objections!

Charlie Kroll
[redacted]

NEC FEIS Comments - RECORD #413 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Holy
Last Name : Cow A Heavenly Experience
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 20, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Jean Fox, Janice Flippo
Holy Cow, A Heavenly Experience, LLC

5000 South County Trail, Charlestown, RI

NEC FEIS Comments - RECORD #414 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : John
Last Name : Fox
Stakeholder Comments/Issues :

To whom it may concern:

I am a Washington County resident and have been for the last 20+ years. THE distinguishing features of South County make this place a destination like no other. Owner of a seasonal local business, in Charlestown, I can tell you this first hand. Tourists from nearby New York and CT, and as far away as Alaska stop in and have told me the country roads and rolling hills, small town feels and farms, nature paths and pristine beaches make this place a heaven on earth. It is alarming and heart-breaking to read about this rail line pass. I have friends whose homes and lands will be destroyed - all for a couple minutes off a commute? Progress is a wonderful thing. Improvements are a wonderful thing. BUT this is is not that. I do support improving and fixing the EXISTING rail line - BUT NOT the Kenyon-Saybrook bypass.

By the time you finish it, it will likely be obsolete and for a train that doesn't have more than 50% ridership, I don't see the point in wrecking the critical habitat, tribal lands, homes, farms, community lives that it will run over.

Think about what you are destroying forever, that you can't get back. How can we get back a farm that was from the 17century? Or open space that was protected in perpetuity? Or sacred tribal lands? It does not make sense, and more importantly, it is not economically feasible. Fix the existing path, but drop the bypass and high speed rail. I oppose this plan.

Jean M. Fox
Richmond, RI

NEC FEIS Comments - RECORD #415 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Mary
Last Name : Seidner
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Mary Seidner
Old Lyme CT

Sent from my iPhone

NEC FEIS Comments - RECORD #416 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Anne
Last Name : Averill
Stakeholder Comments/Issues :

As a 20 -year resident of Charlestown, Rhode Island, I join with citizens of all Conneticut and Rhode Island towns impacted, in emphatic opposition to the inclusion in the Tier 1 assesment of the Old Saybrook Kenyon Bypass. I attended the January 10 special Charlestown Town Council meeting along with 500 other distressed citizens. I am aware that our Town council has enumerated the many ways the bypass would irreparably damage our treasured and invaluable environmental, historic and cultural resources. It is obvious that there was a lack of timely and reasonable disclosure on the part of the FRA to our town officials and citizens whose very homes and livelihoods are threatened by the bypass. It seems to defy all common logic to determine the future route before a detailed assesment of the impacts is done.
People are justifiably outraged. Again, there is unanimous opposition from all affected towns in Conneticut and Rhode Island. To proceed to Tier 2 would be a waste of taxpayer dollars we can ill afford.

The only sensible course of action is to drop the bypass NOW.

Sincerely,
Anne Averill
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #417 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Anna
Last Name : STEIGER
Stakeholder Comments/Issues :

I cannot believe how yellow bellied your organization has been about moving tracks through Westerly and Charlestown, Rhode Island. Your organization failed to meet with the community you are trying destroying, but are having a meeting in a city that your line isn't even going in to.
Sent from my iPhone

NEC FEIS Comments - RECORD #418 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Helen
Last Name : Townsend
Stakeholder Comments/Issues :

To whom it may concern:
Do NOT eviscerate the coastal towns along the NE corridor in order to gain 15 lousy minutes between DC and Boston. Those towns have been there far too long to have to back out of the way - I'm not sure that you can call it progress either.
In the brief cartoon on your website, you show the trains running through the marshes on which you envision skyscrapers and other giant buildings --- this is NOT the future we want where everything is covered with asphalt and man-made substances and there is no room for wilderness and wild things.
And why is this entire project being kept SO secret?????
Leave the railroad tracks where they are and upgrade them - I'm sure that one of your MANY eager engineers can find a way around this obstacle.

The railroad should have been looking into the future WAY before 2016 - you are a day late and a dollar short.

You cannot obliterate entire towns; you should not build tunnels under and through aquifers; and it makes little monetary sense to build gigantic flyways over complete town centers.

You need to reconsider this entire project.
Sincerely,
Helen Townsend
Resident of Princeton, Ma
Land-owner in Old Lyme, Ct

NEC FEIS Comments - RECORD #419 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : John
Last Name : Williams
Stakeholder Comments/Issues :

To Whom it May Concern:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 16, 2016

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

I would also like to see much more additional information as to how this will impact the rest of the Shoreline Communities. Trains at 220 miles per hour through a densely populated area? It does not make sense. I will also be contacting my local, state and Federal representatives to let them know my opposition to this money wasting idea.

Sincerely,

John Williams

NEC FEIS Comments - RECORD #420 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : CHARLES
Last Name : BERRY
Stakeholder Comments/Issues :

The Preferred Alternative announced by US DOT Federal Railroad Administration last month represents government at its worst. After the extraordinary public outcry following release of the Tier 1 Draft, the total disregard for local community input is inexcusable. Substituting a tunnel under the Connecticut River does not address citizens' concerns about protection of the history, culture, beauty, environment and serenity of southeastern Connecticut. The FRA has wasted millions of taxpayer dollars on a faulty study that should have been spent improving our existing train service.

Please address the need for timely repairs and safety features. Then find another route for enhancing rail service through Connecticut.

Charles and Katharine Berry, [redacted], Old Saybrook, CT.

NEC FEIS Comments - RECORD #421 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Erin
Last Name : Kenyon
Stakeholder Comments/Issues :

Good morning all,

I wanted to take a minute of your time to express my sincere concerns about the plan for the Old Saybrook to Kenyon bypass. I hope that you are listening to all of us down here in Southern RI when we voice our concerns for family homes, farms, Tribal land, preserved lands, and so much more. I took a wonderful hike at Frances Carter Preserve in Charlestown this weekend as I do most weekends year round. This has been one of my family's favorite hiking spots for the last 20 years or more. I've grown up in those woods, on these trails and can't imagine my life without them. Not only has it been educational learning about the ecosystem and wildlife that resides there but it's a place of tranquility. To say that I'm opposed to the proposal set forth by the Federal Railroad Administration is an understatement. There is no reason I can see or that has been mentioned to not extend the comment period for this boondoggle of a project. More research needs to be done on where exactly we will be able to get more land from if this plan was to go through and destroy this beautiful part of the State of Rhode Island.

Thank you,

Erin Kenyon
Charlestown, RI

NEC FEIS Comments - RECORD #422 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : James
Last Name : Fairfield-Sonn
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence and effective public engagement must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public and adequate time and opportunity is provided to receive and evaluate public comment.

James W. Fairfield-Sonn, Ph.D.
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #423 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Caroline
Last Name : Virginia Montanaro
Stakeholder Comments/Issues :

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

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Sincerely,
Caroline Montanaro, Old Lyme CT

NEC FEIS Comments - RECORD #424 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Jacob
Last Name : Ballachino
Stakeholder Comments/Issues :

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

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Sincerely,
Jacob Ballachino, Old Lyme

NEC FEIS Comments - RECORD #425 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Barbara
Last Name : Shriver
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

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Sincerely,
Barbara Shriver. Old Lyme
P.S. Having lived and worked in most soviet republics, ruining each countries culture was the MO of the repressive Communist USSR. Wipe out the pride of the past and loyalties and you enslave people. Our beautiful area is important to preserve. The mouth of the CTRiver is one of the only pristine ones in the East. A better solution would be to improve what we have and stop this insane project immediately to shorten a trip by only perhaps a half hour.

Sent from my iPhone

NEC FEIS Comments - RECORD #426 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Mary
Last Name : Ballachino
Stakeholder Comments/Issues :

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

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Sincerely,
Mary Ballachino
Old Lyme, CT

NEC FEIS Comments - RECORD #427 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Olwen
Last Name : Logan
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

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Sincerely,
Olwen Logan,
Old Lyme CT

NEC FEIS Comments - RECORD #428 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Liz
Last Name : Frankel
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Liz Frankel, Lyme CT

NEC FEIS Comments - RECORD #429 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Janie
Last Name : Stanley
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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Sincerely,
Janie Stanley, Old Lyme, CT

--
Janie Stanley
Director of Development
Florence Griswold Museum
96 Lyme Street
Old Lyme, CT 06371
(860) 434-5542 x104

Do you want to Find Out First?
To receive monthly e-mails about the Museum's enticing events and programs, go to
htttp://www.FlorenceGriswoldMuseum.org
We're looking forward to seeing you!

NEC FEIS Comments - RECORD #430 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Fritz
Last Name : Jellinghaus
Stakeholder Comments/Issues :

NEC FUTURE

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial%2

NEC FEIS Comments - RECORD #433 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Kelly
Last Name : Mauro
Stakeholder Comments/Issues :

Dear NEC Future Team,

I am writing to you to voice my concerns about the proposed changes to the rail system in Charlestown, RI. I live in the Columbia Heights neighborhood, which according to the proposal maps will have 50% of its homes demolished to shave mere minutes off of a train ride. This proposal will destroy numerous neighborhoods that have been in existence for a century or longer. These homes are more than just places people live. They are as precious to us as our friends and families, housing our memories and hopes for the future. In addition to demolishing these neighborhoods, the proposed route will destroy countless natural resources, including farms, fields, and wetlands. Once these lands are altered, there is no going back. We cannot recover land and all of its benefits after the rails are laid. This proposed route will significantly and negatively impact the lives of every member of the towns that it affects, ranging from displacement to loss of natural resources and attractions for tourism. The economic impacts will be just as great as the ecological impacts. I urge you to reconsider the Old Saybrook to Kenyon Bypass and take it out of the plans for the New England Corridor rail system. Keep the improvements that make sense and are supported by their local residents. This bypass is not necessary to improve the rail system and will cause much more harm than benefit. Thank you for taking the time to read this email and consider this request.

Sincerely,

Kelly Mauro

Concerned Resident of Charlestown, RI

[redacted]

[redacted]

NEC FEIS Comments - RECORD #434 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Eleanor
Last Name : Robinson
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Eleanor Robinson

[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #435 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Sandy
Last Name : Perks
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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Due-diligence, and effective public engagement, must precede the agency's decision-making. For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region.

As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,

Sandra Perks
Old lyme, CT

NEC FEIS Comments - RECORD #436 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Sandy
Last Name : Perks
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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Due-diligence, and effective public engagement, must precede the agency's decision-making. For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region.

As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,

Sandra Perks
Old lyme, CT

NEC FEIS Comments - RECORD #437 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

NEC FUTUREU.S. DOT Federal Railroad AdministrationOne Bowling Green, Suite 429New York, NY 10004 Dear Sir or Madam:On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.Sincerely,(Name, Town)

NEC FEIS Comments - RECORD #438 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : David
Last Name : Grethel
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I have written previously expressing my concerns and preference regarding this issue prior to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

I am writing now to strongly and passionately object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

*There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
*The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
*The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
*No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
*The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
*The state Connecticut state Governor, both Connecticut United State

Senators and our jurisdiction US House of Representative along with local leaders have all have strongly and correctly objected to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should absolutely be removed from the FEIS.

Thank you for your consideration

Henry David Grethel

[redacted]

Hadlyme, CT 06439

d.grethel@emptech.com

January 17, 2017

David Grethel | Divisional Vice President

700 State Street | Ste 304 | New Haven, CT | 06511

phone: 203.738.0546 | fax: 310.787.8323

d.grethel@emptech.com

<http://www.emptech.com/> cid:image001.jpg@01CF6DFA.30EFFEC0

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NEC FEIS Comments - RECORD #439 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Kitty
Last Name : Stalsburg
Stakeholder Comments/Issues :

NEC FUTURE

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Dear Sir or Madam:

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial%2

Kitty Stalsburg

Kitty Stalsburg
Executive Director
High Hopes Therapeutic Riding, Inc.
36 Town Woods Road, Old Lyme, CT 06371
ph: 860-434-1974 x 113; Fax: 860-434-3723
kstalsburg@highhopestr.org<mailto:kstalsburg@highhopestr.org>
www.highhopestr.org<http://www.highhopestr.org/>

Embrace the New Year! Thank you for supporting
the mission, participants & programs of High Hopes.
To make a donation, go to www.highhopestr.org/give<http://www.highhopestr.org/give>.
High Hopes - Horses and Humans Improving Lives

NEC FEIS Comments - RECORD #440 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Julie
Last Name : Dunbar
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial%2

Yours truly, William K. Dunbar III

NEC FEIS Comments - RECORD #441 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Julie
Last Name : Dunbar
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial%2

NEC FEIS Comments - RECORD #442 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Esq.
Last Name : Paul F. Singer
Stakeholder Comments/Issues :

January 17, 2017

Dear Senators and Governor,

The proposed FRA NEC by-pass seems to directly contradict the will of voters in this area, and in the State for that matter, who have for years repeatedly voted in excess of 70 % to provide significant funding for the preservation of open space.

The State of Rhode Island through the Department of Environmental Management for decades has spent millions of dollars to purchase open space land and given grants to the Town of Charlestown in conjunction with local land trusts, and The Nature Conservancy to purchase open space land easements that would be adversely impacted by the FRA proposal.

In addition, the U.S Fish and Wildlife Service alone has spent more than $3,000,000 to create the Kettle Pond visitors center in Charlestown and the U.S. Department of the Interior is creating the Great Thicket National Wildlife Refuge. The proposed FRA by-pass, if implemented, will not only adversely affect the rural nature of the area, it also will adversely impact wildlife whose habitat the U.S. government aims to protect.

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would

include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes.

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Thank you for your consideration.

Very Truly Yours,

Paul F. Singer

NEC FEIS Comments - RECORD #443 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name :
Last Name : Noeline
Stakeholder Comments/Issues :

Dear Sir or Madam,

I grew up in RI, moved away and then returned here 20 years ago. I now live and vote in North Kingstown. I am also a frequent Amtrak rider both for business and pleasure. Nevertheless, I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document.

There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would

include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes. Locations like these are part of what make RI so unique and special a place to live. Once they are destroyed they cannot be replaced.

There are several better and less destructive alternative routes including: working with the existing RR route and/or the Rte. 95 highway.

Please remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Thank you,

Noeline Thomson-Bee

[redacted]

North Kingstown, RI 02852

[redacted]

[redacted]

NEC FEIS Comments - RECORD #444 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Helen
Last Name : Shulman
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass², remove it from the EIS Tier 1 document and support viable alternative that would achieve the stated goals. Please do not destroy many important properties which in Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for generations to come.

Sincerely,

Helen Shulman

NEC FEIS Comments - RECORD #445 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Richard
Last Name : DeBari
Stakeholder Comments/Issues :

January 17, 2017

Regarding The Federal Railroad Administration Plan for the "Old Saybrook to Kenyon Bypass"

I am writing this letter to voice my strong opposition to the FRA plan for the Old Saybrook to Kenyon Bypass.

I have been a tax-paying resident of rural Charlestown, Rhode Island for 34 years now. I built my home here in 1983 on a beautiful acre of wooded land on a hill to escape the noise and traffic of city life. Like so many Charlestown residents it was a fulfillment of my dream to live here in the country amidst the woods and wildlife. And, until now, life here has been quiet, relaxing and peaceful.

But just before this past Christmas the residents of my town were shocked to hear about the FRA plan for the rail bypass for high speed trains. The FRA had sent a letter to our previous Town Administrator Thomas Gentz in November 2015, but last month was the first time our residents were informed about the plan. Therefore, we only had one month to respond to the FRA Tier 1 Final Environmental Impact Statement on its NEC Future plan.

To quote a recent letter to the Providence Journal from President Virginia Lee and Vice President Julie Carroccia of our Town Council:

"Straightening the track in Charlestown, as near as we can determine, will save only one minute of travel time between Boston and New York. One minute. The price for this is enormous and unsupportable. In Charlestown alone, it will cost the nation's taxpayers more than $1 billion and cause the destruction of numerous homes, family farms, historic districts, drinking water aquifers, a wild and scenic river, critical habitats and conservation areas, and it will invade Narragansett Tribal Lands.

The bypass would also destroy the bucolic Burdickville village, demolish the historic districts of Columbia Heights and Kenyon, ruin the productive fourth-generation Stoney Hill Farm, divide the Nature Conservancy's treasured 1,100-acre Carter Preserve, demolish the Revolutionary-era Amos Green Farm, and invade other protected conservation lands, all to enable

long-distance passengers to traverse our town one minute faster.

The plan also brings the threat of eminent domain with a real loss in property value. Real estate values along the Connecticut route have already taken a 25 percent hit".

After attending a meeting of over 400 residents on January 10th last week it became clear to me that hundreds of lives would be severely impacted by the FRA plan in much of the area in and around Charlestown, Rhode Island and also nearby Connecticut. Dozens of distraught residents, many in tears, stood up and gave eloquently written testimonials about how the planned rail route would ruin their lives, their land, and their livelihoods. As a result of that meeting I have made phone calls to political leaders, signed petitions and now written letters to help my fellow residents fight this horrible plan.

I still support Amtrak and ride will continue to ride their trains to Boston and New York. However I cannot in good conscience support a plan that will, for all intents and purposes, destroy the beautiful rural character of my town forever. Yes we need to improve our infrastructure in this country to make travel faster, safer, easier and less expensive. We also need to maintain Amtrak's rail lines. But we must strive to achieve that goal while preserving our historic sites, our homes, our livelihoods and also our lands that were meant to be preserved in perpetuity. Lands like the stunningly beautiful 1,112-acre Francis Carter Preserve which is just a few miles from where I live.

My own home is less than one mile from where Amtrak's rails travel through Kenyon. I live less than one mile from where the proposed new high speed tracks would be routed through my town. This is an issue that is right in my backyard. It breaks my heart to hear from the many residents whose homes, lands and farms would be lost forever to this plan. People like the Kim and Bill Coulter at the 150-acre Stoney Hill Cattle Farm on [redacted]. Also people like Carla Ricci at the historic 250 year old, 67-acre Amos Green Farm on [redacted]

I implore you to please help Charlestown stop the FRA Old Saybrook to Kenyon Bypass plan! It provides no benefit to the people of Rhode Island. It is an expensive, destructive plan. It does not represent progress but instead represents a return to the careless rural removal that ruined much of this country following the industrial revolution. Progress does not always have to mean more construction and more industry. It can also mean creating a richer legacy for our towns and families. It also means preserving nature, wildlife, historic sites, water aquifers, rivers and Native American Tribal

Lands. It means leaving natural and historic treasures for our families and our children to enjoy forever.

I am writing this letter to support the people in my town who need help. I will stand with them and I will fight for them! Please help us!

Sincerely,

Rick DeBari

Richard DeBari

[redacted]

Charlestown, RI 02813

[redacted]

[redacted]

NEC FEIS Comments - RECORD #446 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Kenneth J.,Ed.D.
Last Name : Sklar
Stakeholder Comments/Issues :

Re: Drop the Bypass

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.
Thank you for your attention to this matter.

Ken Sklar
[redacted]
Boston, Ma. 02127

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NEC FEIS Comments - RECORD #447 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : John
Last Name : King
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

I am a frequent user of the Amtrak line between Boston and NYC. The are better alternatives than the one being considered.

Thank You,

John King
[redacted]
Franklin, MA 02038

NEC FEIS Comments - RECORD #448 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Ken
Last Name : Thornton
Stakeholder Comments/Issues :

Drop the Bypass
I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Ken Thornton

NEC FEIS Comments - RECORD #449 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Cissie
Last Name : Keogh
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Cathleen Keogh
Old Lyme, CT.

Sent from my iPhone

NEC FEIS Comments - RECORD #450 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : John
Last Name : Cady
Stakeholder Comments/Issues :

>
> I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook
> to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are
> other alternatives to this route that would achieve the same goals without
> destroying many important properties. In Charlestown, RI, alone that
> would include the Narragansett Tribal lands, the Carter Preserve, the
> Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights
> and many private homes..
>
> Better alternative routes include working with the existing RR route or
> the Rte 95 highway, and embracing the choices that technology will bring us
> in the future.
>
> Remove the bypass in the EIS Tier 1 document and keep a shadow from
> falling over the lives and property values of this region for a generation
> to come.
>
Yours truly,
John F. Cady, PhD

NEC FEIS Comments - RECORD #451 DETAIL

Status : [redacted]
Record Date : 1/17/2017
First Name : Stu
Last Name : Eaton
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Best,

Stu Eaton

NEC FEIS Comments - RECORD #452 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Thanks

Sent from my iPhone

> On Jan 17, 2017, at 6:53 PM, "NEC FUTURE " <info@necfuture.com> wrote:
>
> Thank you for your message to the NEC FUTURE team. The FRA appreciates your interest and will review and consider your feedback.
>

NEC FEIS Comments - RECORD #453 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Anne-Seymour
Last Name : St. John
Stakeholder Comments/Issues :

Thank you!

> On Jan 17, 2017, at 6:51 PM, NEC FUTURE <info@necfuture.com> wrote:
>
> Thank you for your message to the NEC FUTURE team. The FRA appreciates your interest and will review and consider your feedback.
>

Anne-Seymour St. John
[redacted]
Gloucester, Massachusetts
01930
[redacted]

NEC FEIS Comments - RECORD #454 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir/Madam: we are in opposition to the proposed Old Saybrook to Kenyon Bypass as many homes will be destroyed and families will be displaced. My husband and I (senior citizens) will loose our home. We will loose the natural environment we worked all our lives to enjoy. We will loose historical farms and towns; open space for all Rhode Islanders; fishing and hunting ares. Neighbors who moved into new homes less than a year ago. We believe Charlestown is one if Rhode Islands treasures; all to save travelers a few minutes. We are unsettled and unable to relax since we heard about the proposal. Please rethink this proposal; we would be grateful. Thank you in advance.

Robert & Elizabeth Bray
[redacted]
Charlestown, RI. 02813
[redacted]

Sent from my iPhone

NEC FEIS Comments - RECORD #455 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Anne-Seymour
Last Name : St. John
Stakeholder Comments/Issues :

Re: Drop the Bypass

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document. There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI alone, that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights, as well as many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Please remove the bypass in the EIS Tier 1 document and prevent a shadow from falling over the lives and property values of this region for a generation to come.

Thank you, Anne-Seymour

Anne-Seymour St. John
[redacted]
Gloucester, Massachusetts
01930
[redacted]

NEC FEIS Comments - RECORD #456 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Linda
Last Name : Boback
Stakeholder Comments/Issues :

I live in a beautiful area in RI, where we care about our history and we care about our land. It is my privilege to be a board member on the Charlestown Land Trust because we help protect our state. The RR bypass is a disastrous idea so please do not support it. It is not good for us.

Thank you,
Linda Boback
[redacted]

Sent from my iPhone

NEC FEIS Comments - RECORD #457 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Robin
Last Name : Wildman
Stakeholder Comments/Issues :

Hello,
I am writing to you to inform you about my concerns re: the Old Saybrook to Kenyon Bypass proposed project. There are several reasons why I believe this project is could be considered a positive one by some, while others, like myself, do not agree.
Filling in wetlands is actually an easy task to undertake, with regards to the project as a whole. However, the effect of losing wetlands, if even a small part, is at the detriment of plants and wildlife. Further, the walking trails that will be intersected, such as the Carter Nature Preserve, will also affect wildlife and plants, as well as the people, like myself, who love to go to that peaceful place.
I want you to add my name to the long list of concerned neighbors who, like myself, do not believe that cutting someone's commute is a good enough reason to ruin the environment. We have so few places that are preserved. Please don't let the southern part of our state, and its residents, suffer due to this proposed plan.
Thank you for your time,
Robin Wildman

NEC FEIS Comments - RECORD #458 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Linda
Last Name : Boback
Stakeholder Comments/Issues :

> Re: Drop the Bypass

> I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..
>
> Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.
>
> Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Linda Boback

[redacted]

Sent from my iPhone

NEC FEIS Comments - RECORD #459 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Christopher B.
Last Name : Dentch
Stakeholder Comments/Issues :

Good evening,

I am emailing in strong opposition to the proposed new high speed railway through Old Lyme and Pawcatuck, the towns I work and live in, respectively.

I manage the physical therapy clinic in the center of Old Lyme that has been helping local CT residents for over 30 years. Thousands of patients walk through our doors each year and I speak for all of us when I say please do not cut through (over or under) our towns for any reason, especially to only save a few minutes in travel time. 30 minutes less travel time in no way outweighs the negative impacts of this proposal.

The railway is also proposed to run through my backyard in Pawcatuck. We have 2 children under 5 years old, and to think they would be growing up in the shadow of this unnecessary railway is totally unacceptable.

I can safely bet that proponents of this new railway DO NOT live in the beautiful, historic, family-oriented towns that are in it's path. It is a different feeling when you are standing in front of the bucket side of the bulldozer, as opposed to sitting behind the wheel. This is a concept I am asking decision makers to ponder, and then reweigh the supposed benefits and exorbitant cost vs the immediate and long term negative impacts. I have a degree in civil and environmental engineering and I know that there are more feasible and less impactful alternatives.

We have an existing railway along the shoreline that has been functional for decades. Yes, it is dated; but please further consider repairing and upgrading the existing lines to meet needs at much less cost, as opposed to destroying the towns and communities we hold so dear to our hearts. Your reputation and place in history depend on this.

Thank you for your time and consideration in this very important matter.

Respectfully,

Christopher B. Dentch, PTA, BS
Center Manager
Select Physical Therapy
6 Davis Road
Old Lyme, CT 06371
Ph: (860) 434-9155
Fax: (860) 434-3889
CDentch@selectmedical.com

Note: The information contained in this message may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.

NEC FEIS Comments - RECORD #460 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Justin
Last Name : Mazzarese
Stakeholder Comments/Issues :

I must say, I must applaud you all for keeping the town of Charlestown in the dark for so long. It really takes a special person to take such a shameful approach to diplomacy. AND just when I thought you guys couldnt get any more slimier, you prove me completely wrong by holding the meeting in Springfield, MA. There arent enough negative adjectives to describe your actions. Im sure in your convoluted thought process you think you representing the people, but the founding fathers would be ashamed of you.

Justin Mazzarese, MA (American History, Western Connecticut 2010)

---------- Forwarded message ----------
From: Justin Mazzarese [redacted]
Date: Tue, Dec 20, 2016 at 1:22 PM
Subject: The Town of Charlestown Needs an Opportunity to make Official Stance on RailRoad
To: tom.gentz@charlestownri.org, george.tremblay@charlestownri.org, virginia.lee@charlestownri.org, denise.rhodes@charlestownri.org, bonnie.vanslyke@charlestownri.org
Cc: letters@providencejournal.com, chewitt@thewesterlysun.com, nbfusaro@thewesterlysun.com, dtranchida@thewesterlysun.com

Good afternoon to all involved in the local diplomatic process,

I am writing this email for numerous reasons.

The first: As a scholar of American History (MA, Western Connecticut '10) I find it fairly unacceptable to have such a large project kept from the citizens of Charlestown for so long only to find its release the week of Christmas. The countdown is currently on for them to respond as they set to close down for the holidays. As mentioned before, I am a scholar of history and know that the timing of the release of information was no accident, especially with the dollar amount attached and impacts to natural reservations.

Second:
If the timing was not unacceptable enough, you are not even given the residents a chance to speak their minds on the proposed railroad which

would alter natural landscapes and cost 100 billion dollars, yes, with a B (cost not the issue, rather following protocol and promoting democracy being the main issue). I checked your website and you will not host a meeting until January 17th when the date for citizens to respond is the 13th. How is this fair to the citizens? No platform to voice their opposition to a project that may literally go through their front yard?

Third:
The citizens deserve a chance to voice their opinion within the 30 days specified and the town needs to take on a stance of whether they want it or not so it can be properly communicated with State Officials, yes, this needs to get to Providence. Fortunately we live in a Republic and that is why we voted you in - you are our voice to Providence which is why receiving the stance of the town is imperative. . Also, could this not of been a question on the last election we literally just had? That would of been a great opportunity to communicate to the citizens but instead the council chose to release the information the week of Christmas. Once again, given the dollar amount and potential impact to naturally preserved lands (some which include possible tribal land), I am not surprised.

Forth:
So with that said and all the information I just presented, there is only one question left. When would the town council of Charlestown be available to meet with its citizens to discuss the proposed railroad? I propose Friday, January 6th at 6pm so people have time to plan and will possibly be home from work. Does this date work for the Council? If not, please propose a time that works best for the council.

I have cc'ed members of the press in hopes they do their due diligence in reporting such a drastic proposition as well as the suppressing of information to the citizens of South County.

Sincerely,

Justin Mazzarese
Class of 2003, Chariho High School

NEC FEIS Comments - RECORD #461 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Westerly
Last Name : Land Trust
Stakeholder Comments/Issues :

Dear Rebecca Reyes-Alicea,

Upon receiving notification of the December release of the FEIS for the NEC Future project which includes a new rail alignment from Old Saybrook, CT to Kenyon, RI, the Westerly Land Trust was stunned to learn of serious impacts to our open space lands should this option move forward. After thorough review of the FEIS, we compiled a list of our many concerns and are providing them to you in the attached, detailed letter. A hard copy has also been mailed to you at the One Bowling Green, Suite 429 address today in order to meet the public comment period deadline of January 31, 2017.

Please acknowledge receipt of this message and the attached letter. I look forward to hearing back from you.

Sincerely,

Kelly

Kelly Presley

Executive Director

The Westerly Land Trust

PO Box 601

Westerly, RI 02891

401.315.2610

execdir@westerlylandtrust.org

www.westerlylandtrust.org

Attachments : FederalRailroadAdministration Ltr WLT 1.17.17.pdf (4 mb)

January 17, 2017

U.S. Department of Transportation
Federal Railroad Administration
Attn: Ms. Rebecca Reyes-Alicea
One Bowling Green, Suite 429
New York, NY 10004

Dear Ms. Reyes-Alicea,

I write to you as Executive Director of the Westerly Land Trust, on behalf of myself, the Westerly Land Trust Board of Directors, and Land Trust members and supporters to express concerns about the proposed NEC rail project and provide useful information for your team.

The Westerly Land Trust has reviewed the FEIS for the NEC as released on December 17, 2016 and has the following comments regarding the alternative that is identified as the preferred alternative. **We respectfully request that the Federal Railroad Administration and U.S. Department of Transportation include the Westerly Land Trust as a participating stakeholder during the Tier 2 evaluation process due to the serious impacts proposed to our open space conservation lands.**

The preferred alternative as shown in the FEIS would directly impact two Westerly Land Trust preserves: Grills Preserve and Riverwood Preserve. Both preserves would be bisected, resulting in wildlife habitat loss and fragmentation, loss of public recreational trails and impacts to rare and endangered species. In 2008, a botanical inventory of the 550-acre Grills Preserve identified 17 rare plant species including 4 which are designated as State Endangered and 1 which is State Threatened. Several of the species found are located within the proposed alignment of the preferred alternative for the rail system. The Grills Preserve full botanical report including maps identifying plant locations is on file at the WLT office.

The Westerly Land Trust's acquisition of the Grills Preserve was funded with grant monies from the RI Department of Environmental Management (RIDEM), the Nature Conservancy, the Champlin Foundations, the Bafflin Foundation, the Doris Duke Foundation and the Forrest & Frances Lattner Foundation, as well as some individuals. Since purchasing the land in 2004, State funding from RI DEM and RI Department of Transportation and Federal funding from the US Fish & Wildlife Service and USDA Natural Resources Conservation Service have also been provided to the Land Trust to manage the property for invasive species control, wildlife habitat

enhancements and recreational trail improvements. These grant funded projects include the construction of a 75-foot aluminum pedestrian bridge over the Pawcatuck River that connects the Grills Preserve's many miles of public recreational trails to the Grills Wildlife Sanctuary owned by the Hopkinton Land Trust. Impacts resulting from the preferred alternative's construction, rail traffic and maintenance will greatly undermine the previous investment in this land by both State and Federal agencies, as well as private foundations.

It should also be noted that the Westerly Land Trust's Riverwood Preserve, a 148-acre nature preserve located just west of the Grills Preserve, is not identified in the FEIS. Therefore, the many acres of proposed impacts to this parkland are not included in the calculations, impact tables or narrative presented in the FEIS. Riverwood Preserve is shown on the enclosed map as the green conservation land west of Grills Preserve.

The FEIS describes the construction methods in Westerly to include tunnel and at-grade tracks. Because the proposed rail will be constructed within wetlands and over Westerly's Sole Source Aquifer that supplies the town's drinking water, tunnel construction impacts on groundwater flow and interception must be assessed and very seriously considered during impacts analysis.

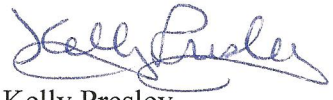
In addition, the preferred alternative proposes multiple crossings of the Pawcatuck River, a vital natural resource within the Wood-Pawcatuck Watershed. Recognizing its significance, Congress passed the Wood-Pawcatuck Watershed Protection Act in 2014 which requires that the National Park Service complete a three year study to assess whether the Wood, Pawcatuck, Beaver, Chipuxet, and Queen Rivers meet the standards to be included in the National Wild and Scenic Rivers System. This study is currently underway but the protection it offers is not referenced anywhere in the FEIS. Construction activities necessary to erect the railroad bridges and elevated tracks through wetlands would be detrimental to river ecosystems, water quality and recreational uses of the river. Following construction, ongoing maintenance of these structures may pose additional concerns. WLT looks forward to the FRA's initiation of additional consultations with the National Park Service related to the CT and RI Wild and Scenic River segments that are proposed to be traversed by the preferred alternative.

The Westerly Land Trust is also concerned about the effect that the new alignment and high speed rail service will have on the Westerly train station. In addition to conserving open space, the Land Trust plays a key role in revitalizing downtown Westerly through its urban initiative with projects such as a public ice rink on Main Street and the United Theatre to be redeveloped as a multi-purpose arts complex. A viable and active train station is important to the growth, future and health of our community and Westerly station has always been viewed as an important element of this downtown. Keeping our train station open and available with frequent train stops is essential for continued resurgence of downtown Westerly. The Land Trust urges FRA not to reduce service to this long standing train station.

Please seriously consider these comments and points of information that were not part of the initial study during the selection of the NEC alternative. The alternative currently identified in the FEIS as the preferred alternative will have profound impacts on Westerly's natural resources and environment.

I can be reached at execdir@westerlylandtrust.org or 401-315-2610 for further discussion and for inclusion in the Tier 2 review process at the time it may occur.

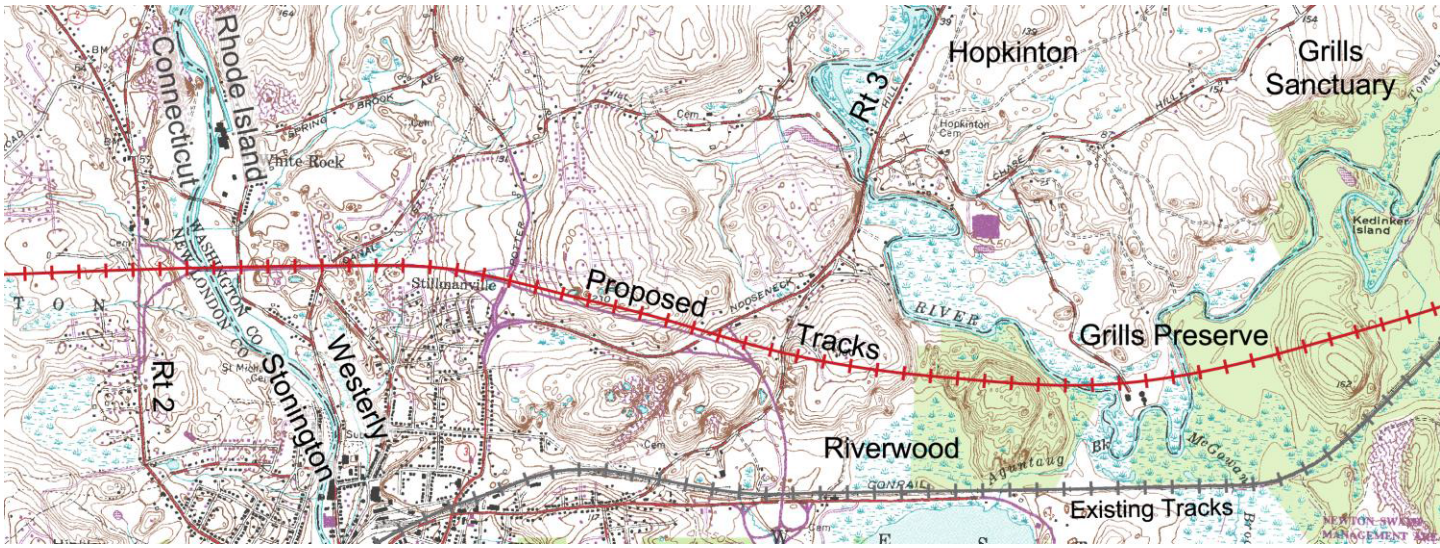
Sincerely,

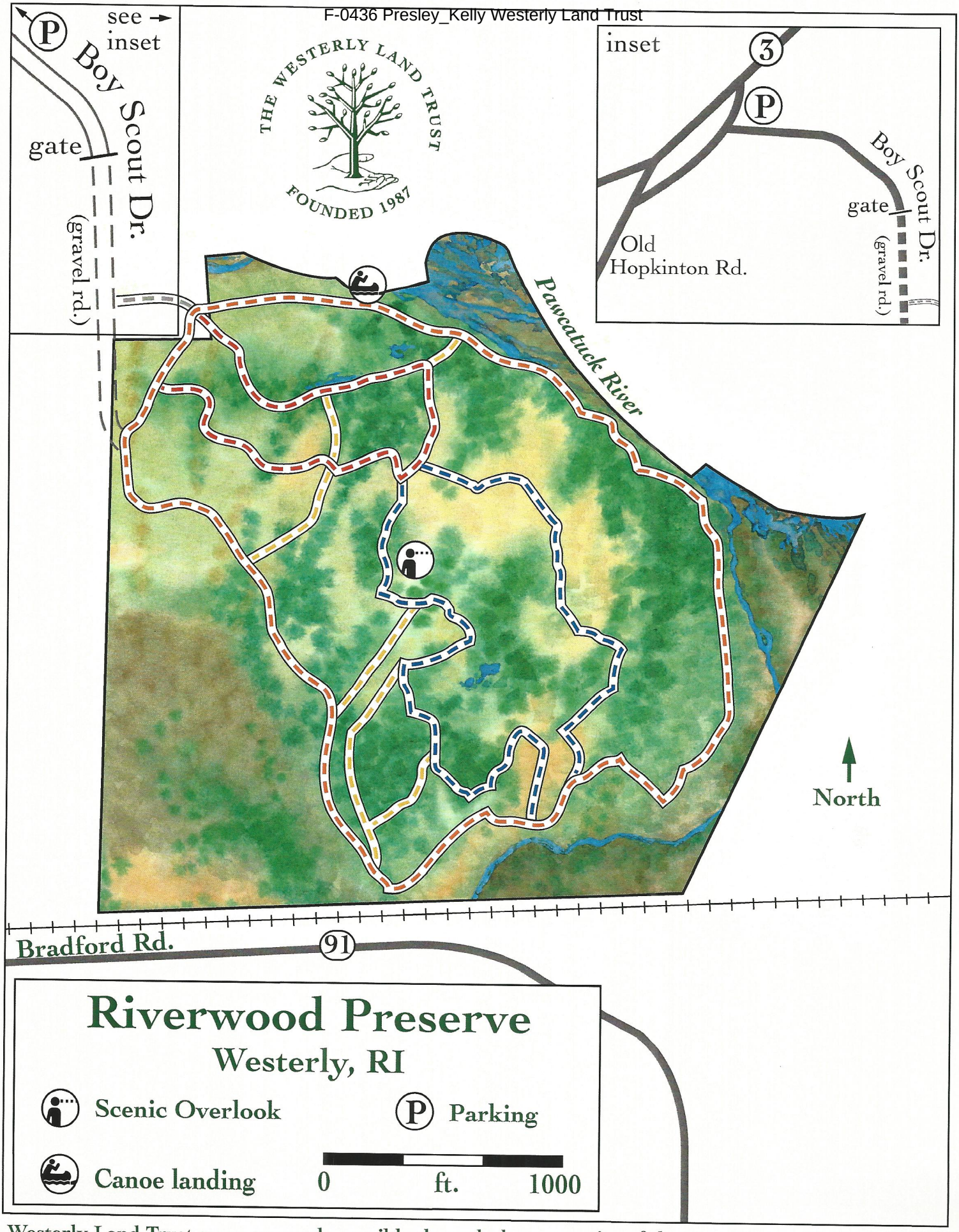


Kelly Presley
Executive Director

Enclosures

Westerly Topographical Map with Rail Alignment





Riverwood Preserve

Westerly, RI

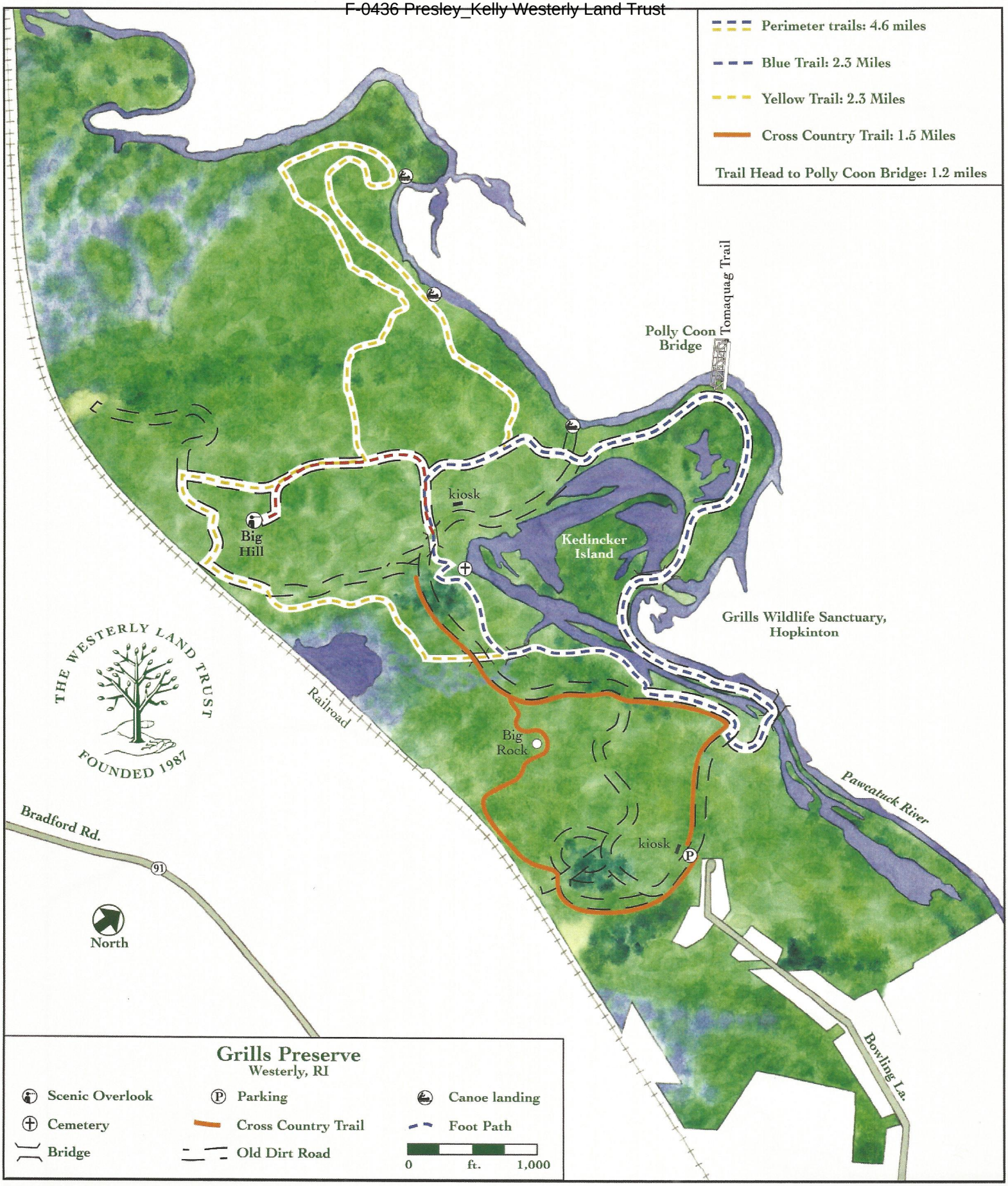
Scenic Overlook

P Parking

Canoe landing

0 ft. 1000

Westerly Land Trust maps are made possible through the generosity of the Voss Hutton Memorial Fund.


Perimeter trails: 4.6 miles
Blue Trail: 2.3 Miles
Yellow Trail: 2.3 Miles
Cross Country Trail: 1.5 Miles
Trail Head to Polly Coon Bridge: 1.2 miles
Tomaquag Trail
Polly Coon Bridge
kiosk
Big Hill
Kedinecker Island
Grills Wildlife Sanctuary, Hopkinton
THE WESTERLY LAND TRUST
FOUNDED 1987
Railroad
Big Rock
Pawcatuck River
Bradford Rd.
91
kiosk
P
North
Bowling La.
Grills Preserve
Westerly, RI
Scenic Overlook
Parking
Canoe landing
Cemetery
Cross Country Trail
Foot Path
Bridge
Old Dirt Road
0
ft.
1,000

NEC FEIS Comments - RECORD #462 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Ann
Last Name : de Selding
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
(Name, Town)
Ann de Selding
Niantic, CT

Sent from my iPad

NEC FEIS Comments - RECORD #463 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Kristin
Last Name : Magnussen
Stakeholder Comments/Issues :

_____

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

* There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
* The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
* The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
* No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
* The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

I am 12th generation in Old Lyme and am heartbroken to see what could possibly happen to my town that could affect future generations.
Kristin Magnussen
[redacted]
Old Lyme, CT. 06371
[redacted]
[redacted]

NEC FEIS Comments - RECORD #464 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Gregory
Last Name : Votolato
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Prof Gregory Votolato

NEC FEIS Comments - RECORD #465 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Melissa
Last Name : Brown
Stakeholder Comments/Issues :

To whom it may concern:
My name is Melissa Brown and I am a resident of Hopkinton, RI. I first became aware of the above mentioned project in late December 2016 and I'm writing to inform you that I oppose the Tier 1 Final EIS for a number of reasons specifically related to the Old Saybrook, CT to Kenyon, RI Bypass. The fact that proper and required notification was not made directly to the cities and towns in the two most negatively impacted counties should be reason enough to at very least extend the comment period. To date every House and Senate Representative from Washington County, RI has written to you to state their opposition to this plan. The Connecticut Governor and Congressional Delegation have also objected to the Bypass.

Immediate and further consideration should be taken to determine the true impact this plan will have on the following areas:

- Narragansett Tribal Land - a federally recognized Indian Tribe

- United Nuclear Corporation - disturbing potentially contaminated soil (former nuclear accident site)

- Active and historical farms to be decimated

- US Fish and Wildlife Great Thicket National Refuge
- EPA designated Wood-Pawcatuck Sole Source Aquifer

- 17 Open Space Properties with Conservation Easements in perpetuity
- The Nature Conservancy's Carter Preserve
- Wild and Scenic Pawcatuck River
- Three historical districts which are also low/moderate income communities
- The cloud of potential action that hangs over resident's heads that the currently unfunded Bypass proposal has alreadyreduced Connecticut property values by 25%

- The number of homes that will be destroyed

Please remove the Old Saybrook to Kenyon Bypass portion of this proposal before moving on to the next phase of the project. The few minutes of travel time that this route would save is not worth the extensive permanent damage to Washington and New London counties. Thank you.
Melissa Brown

NEC FEIS Comments - RECORD #466 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Melissa
Last Name : Brown
Stakeholder Comments/Issues :

To whom it may concern:
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- The number of homes that will be destroyed

Please remove the Old Saybrook to Kenyon Bypass portion of this proposal before moving on to the next phase of the project. The few minutes of travel time that this route would save is not worth the extensive permanent damage to Washington and New London counties. Thank you.
Melissa Brown

NEC FEIS Comments - RECORD #467 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name :
Last Name : Nicole
Stakeholder Comments/Issues :

I'm writing in opposition of the Kenyon to Old Lyme bypass. I am resident of Stonington, CT and mother of 3 young children. This bypass will have a major negative impact on my family and town, economically and environmentally. The bypass proposed will essentiall run through my backyard. I urge you to please remove from from future railroad plans.
Nicole Torres
Stonington, CT

Sent from my iPad

NEC FEIS Comments - RECORD #468 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Tim
Last Name : Peterson
Stakeholder Comments/Issues :

My name name is Timothy Peterson. I live at [redacted]

My wife and I are very recent additions to the town of Charlestown, having moved here about a month ago.

I'm writing to voice my opposition to the proposed Old Saybrook to Kenyon Bypass section of the Federal Railroad Administration's plans for the Northeast Corridor.

While the Bypass would not directly affect us, it will deeply affect the commuinty where we may well spend the rest of our lives..

It has the potential to displace homeowners just like us.

It also has the potential to disrupt Tribal lands and wetlands.

And closest to home for me is this:

I come from a family which has long stressed the importance of preserving and protecting farmland and open space. My parents and their parents before them made significant sacrifices of time and money to that end in Western Connecticut where I was born and grew up.

The lessons they taught are not lost on me, and it seems very unwise to pursue a railroad expansion that would needlessly run both through farms and through land that is intended to remain open in perpetuity.

I am deeply opposed to the bypass for all that will be lost in order to save a few minutes on a train ride.

I urge you to do all that you can to prevent this from happening.

Sincerely,

Timothy Peterson

NEC FEIS Comments - RECORD #469 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name :
Last Name : Nicole
Stakeholder Comments/Issues :

As a Stonington resident and parent of 3 young children, I have been more and more concerned about the proposal for the high speed train Kenyon to Old Lyme Bypass. I live at [redacted] in Pawcatuck, CT and this planned route will run through Elm Ridge Golf Course which adjacent to my property and essentially run through my backyard. There are major negative implications both environmentally and economically for my family, neighborhood and town. It would completely change the landscape and character of my neighborhood and devalue my home. Please have this option removed from FRA plans for the North East Corridor before JAN 31.
Thank you for your reconsideration.
Nicole Torres

NEC FEIS Comments - RECORD #470 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Bob
Last Name : Cohen
Stakeholder Comments/Issues :

> I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..
>
> Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.
>
> Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come. Robert M. Cohen

NEC FEIS Comments - RECORD #471 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : jackie
Last Name : johnson
Stakeholder Comments/Issues :

To Whom It May Concern:

My name Is Jacqueline Johnson and I live at [redacted] in Charlestown, RI. Right before Christmas my husband and myself heard of this bypass plan for the first time and could not believe it!!. We have lived here for 20 years come this spring... and have loved every minute here. We have beautiful, open farmland behind our home- part of the Amos Green Farm, and the wonderful Carter Preserve across the street from us, not to mention historic Native American land and holdings right down the road from us.

Your plan for this bypass will doom all of this to destruction if it comes to fruition. Just when my husband and I have begun to talk of downsizing and possibly selling our home, this bypass would kill that dream. As soon as this decision is made, my home will surely lose its' value, after we have put so much time, effort and money to increase that value- to include our sale profit in our retirement plans. Will we get fair value for our sweat equity from the government when our house needs to be bought in order to be torn down for this bypass? I'm guessing, no... I realize all of this is many years down the road, but just the fact that potential buyers know what is in our homes future will surely make us unable to sell it.

Enough about me, now... What will happen to all of our conservation lands and historic lands and farmlands- some farms which have been in local families for generations??We heard so many speak at our local meeting last Tuesday night, with an enormous turnout, by the way, and some were heart-wrenching. Please give long, hard thought to this bypass. As was stated by so many at that meeting, the Environmental Impact Study that was done was inaccurate and incomplete- incomplete, in my eyes because it did not take into account the most crucial impact of all... US- the residents of Charlestown and surrounding towns where this bypass will travel.

Thank you for your time in reading this and considering a different alternative!

A Charlestown resident frightened for her future.

Jacqueline Johnson

[redacted]

Charlestown

NEC FEIS Comments - RECORD #472 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Myron
Last Name : Kavalgian
Stakeholder Comments/Issues :

Ladies and Gentlemen:

Your proposal of adding a rail line through my home town is a bad idea.

It would destroy the value of my home. The noise of a railroad 24/7 through Old Lyme would be a disaster.

A tunnel with its construction and "de-watering" would dry up my well and my home would be unlivable.

Now, today, banks have stopped giving appraisals to some homes in Old Lyme making a mortgage impossible to get. In fact many home sales have not happened because of your bad idea and potential buyers are going somewhere else to find a home.

Please drop this idea so I have something to leave to my children.
Sincerely,

Myron S. Kavalgian

[redacted]
Old Lyme, CT 06371
[redacted]

NEC FEIS Comments - RECORD #473 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Shayna
Last Name : Cohen
Stakeholder Comments/Issues :

To whom it may concern-
I'm writing as a resident of RI to express concern about the planned rerouting of the Northeast Corridor. I live near and am a regular user of Amtrak from the Kingston station to travel to NYC for work and New Haven to visit family several times monthly. The ride is pleasant, the views are beautiful and the timeframe is acceptable. The cultural, financial and environmental costs of rerouting the track to me seem far to great for the small anticipated gain in trip time. Southern RI is rich in resources that would be compromised or destroyed by the rerouting, including conservation land, farm land, tribal lands, historic buildings and towns. After reading the NEC Future plan, I do not see sufficient benefit demonstrated from the rerouting to warrant the long term costs of those cultural and environmental losses. I hope you will take residents' concerns seriously and investigate other approaches to improving rail service and rail travel times on the existing right of way and tracks.

Many thanks,
Shayna Cohen

[redacted]
South Kingstown, RI
02879

NEC FEIS Comments - RECORD #474 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : elsie
Last Name : childs
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA. The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Elsie C Childs
Old Lyme, CT
(Name, Town)

NEC FEIS Comments - RECORD #475 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Christopher
Last Name : M. Houlihan
Stakeholder Comments/Issues :

Gentlemen and Ladies:

We are writing to oppose the FRA's proposed bypass from Old Saybrook, CT to Kenyon, RI.

While we support improving the existing rail lines in their current location, we strongly oppose the 50 mile bypass proposal.

The devastating impact upon wetlands, conservation areas and the subject towns and villages will result in irreparable harm to everyone. That damage is far worse than the monumental expense of the $130 Billion Dollar 30 year proposal.

We join with the communities opposing this proposed project.

Very truly yours,

Christopher M. Houlihan
Nancy G. Houlihan
[redacted]
Stonington, CT 06378

NEC FEIS Comments - RECORD #476 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Steve
Last Name : Cahoon
Stakeholder Comments/Issues :

All,

I'm writing this to express my concerns of the local economic and environmental impact on the proposed Old Saybrook to Kenyon Bypass.

Economically speaking, we are broke. The state of Rhode Island nor the town of Charlestown can afford to absorb the tax hike that the proposed plan could instill. Charlestown is a small community that offers many affordable retirement options for the blue collar citizen. A tax hike would directly impact the economic stability that our town has worked so hard to maintain.

As far as the environmental impact, the FRA is already back peddling. The FRA claims there will be no tribal land crossing. The proposed route runs directly through Narragansett Tribal land. The Narragansett's may be a small tribe, however, they are ready for a standing rock 2.0. The proposed route also crosses through wetlands, nature preserves, designated open space, historical sites, aquifers and private property. There are many environmental threats and historical preservation concerns that come along with the proposed route.

I would like to believe that the majority of our town does support rail service and the FRA's efforts to increase efficiency of travel, but there are many major factors that were overlooked when the proposed route was selected. We will work as a community to search for alternatives to this bypass. I for one undeniably oppose the FRA's Old Saybrook to Kenyon bypass.

Best Regards,

Steve Cahoon Jr

Charlestown Rhode Island Citizen

NEC FEIS Comments - RECORD #477 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Dan
Last Name : Henderson
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA. The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
(Name, Town)
[image: photo]
[redacted]
Dan Henderson

Publisher "Lyme & Old Lyme Neighbors" Magazine

[redacted]

Email: [redacted]

NEC FEIS Comments - RECORD #478 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Michele
Last Name : Ellis
Stakeholder Comments/Issues :

How dare they try to do this in secret.
I refuse to believe that saving 5 minutes is worth all the damage that will be done to the lands of South County and the Indigenous People, once again. No. Just NO.
Sent from my iPhone

NEC FEIS Comments - RECORD #479 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : The
Last Name : O'Neills
Stakeholder Comments/Issues :

Dear Gov. Raimondo:

We would like to let you know that we are adamantly opposed to the bypass plan for the following reasons:

1. Displacing people from their homes, and in the case of farmers their livelihoods, damaging the wildlife preserves and endangering well water supplies in order to gain 45 minutes between NYC and Boston is unconscionable. The benefits do not warrant the long-term devastation to the residents and resources in the communities affected.

2. How can the cost of $130 billion be justified when it will benefit so few. There are very few individuals who can afford to use that train as it is prohibitively expensive now.

3. We know many will pay for the cost of this endeavor with the loss of their homes and the loss to environment, but who is paying the $130 billion. The taxpayers? Why should I as a taxpayer bear any of the cost for a project I find morally wrong and seems to have no real benefit.

4. It is my understanding that this train is now able to reach speeds in excess of 150 mph. With the increase in train accidents in the past few years is it really advisable to have a train travelling at 220 mph? In addition, with the rapid change in technology won't this project become obsolete even before it's completion?

So much damage and cost without any real benefit. Please do everything you can to stop this project.

Sincerely,

Leslie & Jim O'Neill

NEC FEIS Comments - RECORD #480 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : John
Last Name : Courtney
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

In addition: it seems to me that putting this amount of money into existing infrastructure such as the Old Lyme to Saybrook 100 year old bridge would make a lot more sense.

Sincerely,
carter courtney

Lyme ct.

NEC FEIS Comments - RECORD #481 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : William
Last Name : Coleman
Stakeholder Comments/Issues :

For the 5 min sit back and enjoy the scenery.
The world is going to fast in a destruction rout.
Slow down and smell the roses.

Sent from my iPhone

NEC FEIS Comments - RECORD #482 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Donna
Last Name : J Walsh
Stakeholder Comments/Issues :

Dear Evil Order Followers,

Your following orders to destroy land, lands owned by people, your fellow humans who work hard and you just want your railway to run through their land.

The planning of our country is being hacked by elites from around the world. I know about the agenda 21 now 2030 and how RI is being used as a microcosm to see how the elites plans for us humans is going to play out. Our governor is a mckinsey wife, rhodes scholar order follower. Sad to see fellow humans against each other for control and power, I pray for your souls, eternity is a long time!

Please stop trying to ruin our state and attacking rural areas. We know we're under attack!

Donna Walsh
Charlestown, RI resident

NEC FEIS Comments - RECORD #483 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Tina
Last Name : Birkic
Stakeholder Comments/Issues :

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

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Sincerely,
Cristina Birkic
[redacted] Old Lyme CT 06371

NEC FEIS Comments - RECORD #484 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Marian
Last Name : Gagnon
Stakeholder Comments/Issues :

This is insanity. That much money to save less than an hour of time. And such destruction in the process.

I live on [redacted] and am vehemently opposed to this proposal

I agree with this community statement below:

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Prof. Marian Gagnon, Ph.D.
College of Arts & Sciences
Johnson & Wales University
Providence Campus

NEC FEIS Comments - RECORD #485 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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Sincerely,
Judy Schaaf/Old Lyme

Sent from my iPhone

NEC FEIS Comments - RECORD #487 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : Elliott
Last Name : Wiener
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes.

I grew up going to the historic farms and lands that this proposed railroad route would destroy. Surely, there is a better path forward to both preserve these lands and improve transportation infrastructure.

Better alternative routes include working with the existing railroad route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Thank you,
Elliott Wiener

NEC FEIS Comments - RECORD #488 DETAIL

Status : [redacted]
Record Date : 1/18/2017
First Name : philip
Last Name : kucera
Stakeholder Comments/Issues :

I am writing to express my disappointment in and objection to the Final Environmental impact Statement (FEIS) released 12/23/2016.
The impact of the proposed Old Saybrook,CT to Kenyon, RI rail bypass has not been studied at all. The proposed bypass will include either aerial structures or tunnels. Either approach is likely have a devastating impact on the environment, especially since the proposed bypass would run through coastal areas. What you are labelling a "Final Environmental Impact Statement" is far from final. I am confident judicial review will determine that the requisite studies have not been undertaken. The proposed bypass is ill-conceived, understudied and should be eliminated from consideration.
Moreover, it appears that the entire FRA study is fatally flawed. It appears to have had as its primary purpose the expansion of the Boston to DC rail network at all costs. That purpose was based on assumed increased demand for rail traffic over a very long term. The assumption that there would be greatly increased demand for rail traffic was made without anticipating any other changes to our transportation systems. Given the purpose of the overall FRA study and the questionable assumptions on which it was based, it is not surprising that the impact to the communities and the environment through which the trains would travel has been given short shrift.

I ask that a great deal more work and study be done before the FRA labels anything "Final."
Philip Kucera[redacted] Branford, CT[redacted]

NEC FEIS Comments - RECORD #489 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Maurizio
Last Name : Nichele
Stakeholder Comments/Issues :

NEC FUTUREU.S. DOT Federal Railroad AdministrationOne Bowling Green, Suite 429New York, NY 10004 Dear Sir or Madam:On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potenti

Maurizio Nichele
[redacted]

NEC FEIS Comments - RECORD #490 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Cheryl
Last Name : Goewey
Stakeholder Comments/Issues :

>
> Re: STOP this Bypass
>

> I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook
> to Kenyon Bypass" and remove it from the EIS Tier 1 document!
>

> There are other alternatives to this route that would achieve the same
> goals without destroying many important historical properties, damaging the
> town tax base, undermining property values, and once AGAIN steal land
> from American tribal nations. Examples are Narragansett Tribal lands, the
> Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville
> and Columbia Heights, and many private homes. Washington County, RI is the
> second hardest hit by this outlandish proposal by the FRA.
> Better alternative routes include working with the existing RR route or
> the Rte 95 highway.
>
> Remove the bypass in the EIS Tier 1 document and keep a shadow from
> falling over the lives and property values of this region for generations
> to come !
>

Cheryl & Barry Goewey
Charlestown, RI

NEC FEIS Comments - RECORD #491 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Jay
Last Name : Minicucci
Stakeholder Comments/Issues :

blockquote, div.yahoo_quoted { margin-left: 0 !important; border-left:1px #715FFA solid !important; padding-left:1ex !important; background-color:white !important; } We are residents in the High Ridge Neighborhood in Pawcatuck, CT and are writing to express our vehement opposition to the preferred alternative high speed rail route. The proposed route would destroy homes, residential neighborhoods, protected land, a beautiful golf course, etc. and would forever alter our cherished town. The extreme cost of the project and unacceptable disruption that it would cause far outweigh any perceived advantages.
Jay and Michele Minicucc[redacted] [redacted]Pawcatuck, CT. 06379

Sent from Yahoo Mail for iPhone

NEC FEIS Comments - RECORD #493 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Jacqueline
Last Name : Lagasse
Stakeholder Comments/Issues :

I am opposed to the new proposed track of railroad going through Stonington as town of Stonington Resident. It is disruptive to our community and our children's future
Jacqueline Lagasse

Sent from my iPhone

NEC FEIS Comments - RECORD #494 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Susie
Last Name : Kelly
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Susan Kelly, Old Lyme CT

Sent from my iPad

NEC FEIS Comments - RECORD #495 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Jeff
Last Name : Montanaro
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potenti

Jeff Montanaro
Old Lyme, CT

Sent from my iPhone

_____

P Please consider the environment before printing this e-mail

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viruses and other defects. The sender's employer is not liable for any loss or damage arising in any way.

NEC FEIS Comments - RECORD #496 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

To whom it may concern,

As a resident of the Town of Stonington, CT I strongly oppose the addition of a railway in southeastern CT. I live and own a home off of [redacted] which is very near where the proposed rail will run through. Thank you for your time

Respectfully,
Kristofor J. Fisher

NEC FEIS Comments - RECORD #497 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Cathy
Last Name : Horridge
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Please listen.....

[1478813069162_PastedImage]

Cathy Horridge

Education Director

[redacted]

NEC FEIS Comments - RECORD #498 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Tammy
Last Name : Kaye
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Tammy Kaye
Old Lyme, CT

NEC FEIS Comments - RECORD #499 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Gilbert
Last Name : V. Boro
Stakeholder Comments/Issues :

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

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to decimate these effected communities

Gilbert Boro
Gilbert V. Boro
Studio 80 + Sculpture Grounds
80-1 Lyme Street
Old Lyme, CT 06371
[redacted]
www.gilbertboro.com <http://www.gilbertboro.com/>
www.sculpturegrounds.com <http://www.sculpturegrounds.com/>

NEC FEIS Comments - RECORD #500 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Bill
Last Name : Buffum
Stakeholder Comments/Issues :

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

Dear Friends at NEC Future,
While I appreciate the value of reducing the time of traveling from Boston to NYC by a few minutes, the proposed new route in Rhode Island would ruin some beautiful and ecologically important conservation areas that have theoretically been preserved for ever. These properties are very important in a densely populated state like Rhode Island. I strongly believe that the proposed plan should not go ahead in RI.

Thanks,

Dr. Bill Buffum
Research Associate
University of Rhode Island
[redacted]
[redacted]

NEC FEIS Comments - RECORD #501 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Tom
Last Name : Routliffe
Stakeholder Comments/Issues :

I support the proposed changes to the NEC which would impact areas of Rhode Island, contingent upon the federal government¹s funding for offsetting purchases of land for use as parkland. Specifically, since the proposed routing of the current NEC would decimate areas of preserved parklands, it is necessary for the project to fund and purchase additional, closely nearby lands for the purpose of remaining in perpetuity in their currently unimproved states. These properties would be gifted to the State of Rhode Island for the purpose of parkland and conservation lands. With this provision, I support the proposed changes to the NEC in Rhode Island.

Tom Routliffe
[redacted]
Wakefield, RI 02879

NEC FEIS Comments - RECORD #503 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Jesse
Last Name : Dufault
Stakeholder Comments/Issues :

To whome this may concern,

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway.

To leave the bypass in the EIS Tier 1 document would cast a shadow over the lives and property values of this region for a generation to come. That is unfair and unnecessary. All of us working together can do better.

Best,
Jesse

--
Jesse Dufault
Blackstone Video Group
Website <http://blackstonevideogroup.myportfolio.com/projects>
Vimeo Channel <https://vimeo.com/blackstonevideogroup>
LinkedIn Page <https://www.linkedin.com/in/jesse-dufault-85455a7>
Facebook Page <https://www.facebook.com/blackstonevideogroup/?ref=hl>

NEC FEIS Comments - RECORD #505 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Mona
Last Name : Colwell
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

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Sincerely,

Mona Colwell
[redacted]

Sent from my iPhone

NEC FEIS Comments - RECORD #506 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Phyllis
Last Name : Ross
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial. It would be detrimental to the town of Old Lyme and for the people of Lyme, who use the area for many essential services.

Yours truly,

Phyllis G. Ross

Lyme, CT

NEC FEIS Comments - RECORD #507 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : M
Last Name : Davin
Stakeholder Comments/Issues :

To the leadership of our great state,

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, the neighborhoods of Burdickville, Columbia Heights and many private homes.

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future. As an expert in high tech, it is almost certain that in the next 20 years automated vehicles will change the way we travel and commute, diminishing the need for this extremely costly project. Biometrics could enhance and expedite TSA precheck, allowing for more commuter friendly flights to and from Boston and NYC.

Finally, as an Acela rider, I can tell you this project will only benefit the privileged business class(mostly white men between 40-70 paying with their corporate American Express) of New England. The Acela does not represent the average Rhode Islander, thus should not directly impact their lives and livelihood.

Morgan Davin

NEC FEIS Comments - RECORD #508 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC 'Old Saybrook to Kenyon Bypass' and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes.. Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future. Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation
Sincerely, Caroline Ricci

NEC FEIS Comments - RECORD #509 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Nikoleta
Last Name : D. McTigue
Stakeholder Comments/Issues :

NEC FUTURE

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Dear Sir or Madam:

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial%2

Nikoleta McTigue

Old Lyme, CT

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NEC FEIS Comments - RECORD #510 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Bonnie
Last Name : England
Stakeholder Comments/Issues :

Protecting our land and water is supremely important to us we are lifelong residents who treasure the beauty and unique and irreplaceable spaces in southern RI
Decreasing ones time on a train is the POOREST reason to impact permanently preserved land
Do NOT destroy our beloved preserves farms and homes
Respectfully
Bonnie England and Rita Bugbee

[redacted]
Wakefield RI 02879

Sent from my iPhone

NEC FEIS Comments - RECORD #511 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Seth
Last Name : Dionne
Stakeholder Comments/Issues :

Dear Federal Railroad Administration,

I am writing in OPPOSITION to the NEC Future's proposed Old Saybrook, CT to Kenyon, RI Bypass as described in the Tier 1 Final EIS. We want to see this portion of the project removed as an option and NOT appear in the Tier 2 EIS. If you are wondering why I am writing this now (January 19, 2017) and not during last year's public comment period for the draft EIS, then I will explain. The FRA failed to notify Charlestown, Westerly, Richmond and South Kingstown, Rhode Island about this plan prior to the comment period. A post on a bulletin board in the Providence Library (50 miles away) is not adequate. We were only notified December 18, 2016 about the proposal that could greatly depreciate our quality of life and real estate values and only given a 30 day comment period.

The proposed path crosses through Narragansett Tribal Land, wetlands, a river system designated by congress as "wild and scenic", working farms (one has been continually operating for four generations), a farm dating back to pre-revolutionary war days, historical cemeteries, Charlestown Land Trust preserved land, Rhode Island Department of Environmental Management land and dozens of private homes and private property. All of this destruction is in Charlestown, RI alone. Charlestown is a community that is very conservation minded and the proposed path of the train destroys much of what makes our town special. Besides our beaches, our open space attracts tourism which our town is financially dependent on.

The Old Saybrook to Kenyon bypass is only a small part of the proposal from Washington D.C. to Boston. The claim that the new proposal will reduce the Boston-New York travel time by 45 minutes may be accurate, but the Old Saybrook to Kenyon Bypass will only realistically account for one minute or less of the claimed 45. Furthermore, the terrain is so hilly and full of ledge, it could possibly be the most expensive section of the project (cost/mile). Add to that the fact that the ACELA ridership fills less than

25% of the seats North of New Haven, CT and that the train has been $120 million dollars in the red each year, the FRA has less justification to spend BILLIONS of tax payers dollars to destroy quality of life for entire towns—to shave ONE minute from a train ride.

Besides the destruction, danger to people and wildlife, noise pollution, compromised water quality…this proposal has already lowered the value of all the property in its path and the surrounding properties. With this plan looming in our town with a vague timeline for when any of this MIGHT occur, we have to disclose this plan in any real estate deals. Some of these properties are unsellable, while others have taken a loss in value. We may not be able to refinance or get a construction loan for improvements due to the new appraisal values.

Charlestown, RI and its surrounding communities will see NO benefits from this proposal, but most of the costs. The majority of users are business class people from the cities. ACELA is too expensive to be an option for the average commuter. Please look from a broader perspective. You want to SPEND BILLIONS OF DOLLARS to shave LESS THAN ONE MINUTE from a train ride for the convenience of an elite few, while taking all that we have worked so hard to preserve for perpetuity (yes some of these properties are LEGALLY PRESERVED FOREVER!!!), taking away farmers livelihood, destroying historical and sacred places, PEOPLES HOMES… Your proposal is unconscionable!

Stay within your current right of way.

Sincerely,

Seth Dionne

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #512 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Beth
Last Name : Fitzpatrick
Stakeholder Comments/Issues :

Hello,
I would like to comment on the proposed NEUCFuture Project, which is proposing to significantly change the Northeast Corridor train route from Old Saybrook, CT to Kingston, RI. Several of the properties slated to be condemned for this project have been protected in perpetuity. Taking these properties by imminent domain or other means would set a terrible precedent of ignoring conservation and preservation policies and practices. A diverse group of stakeholders were able to come together and support legislation to create the infrastructure required to preserve this land for future generations.
The NEUCFuture project represents threats to land that has been reserved in perpetuity. The goal of preservation is to ensure the gift of clean water, open vistas, and working farms. The proposed changes will make it possible for people to travel quicker from Boston to New York, but what is at stake in the area in question between Old Saybrook and Kingston is of much more importance.
Regards,
Beth K. Fitzpatrick [redacted]
West Kingston, RI 02892

NEC FEIS Comments - RECORD #513 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name :
Last Name : Rick
Stakeholder Comments/Issues :

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

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Sincerely,
Rick Kaye
Old Lyme, CT

NEC FEIS Comments - RECORD #514 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Max
Last Name : Garcia
Stakeholder Comments/Issues :

Dear Rebecca Reyes,
The Narragansett Indian Tribal Historic Preservation Office (NITHPO) has received your most recent correspondence. Pursuant to 36 CFR Part 800 section 800.4.b, there is an attachment of religious and cultural significance. Please Contact me to further discuss these matters.

Contact me by electronic mail [redacted] Sincerely, Max Brown-GarciaNITHPO Preservation Officer

NEC FEIS Comments - RECORD #515 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Frank
Last Name : Cummiskey
Stakeholder Comments/Issues :

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

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On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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Sincerely,
Frank Cummiskey, Old Lyme

NEC FEIS Comments - RECORD #516 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Jeanne
Last Name : Ansel
Stakeholder Comments/Issues :

To Whom It May Concern,

I am writing to let you know that I oppose a high-speed rail bypass through southeastern CT.

Sincerely,

Jeanne Ansel

NEC FEIS Comments - RECORD #517 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Nicole
Last Name : Wholean
Stakeholder Comments/Issues :

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

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Sincerely,
Nicole Wholean, Lyme, CT

NEC FEIS Comments - RECORD #518 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Christopher
Last Name : Moroney
Stakeholder Comments/Issues :

I am writing to register my strong opposition to the proposed Northeast Rail Corridor rerouting through preserved lands in Charlestown Rhode Island. While I generally support improvements to mass transit, the bisection of one of the largest contiguous bodies of preserved lands in southern RI is too high a price to pay for the transit improvements resulting from this new configuration. It appears to me that improvements within the existing rail route should be reexamined, particularly with an eye toward technological improvements which may be expected over the next 20-30 years. With vehicles likely to be increasingly driven and coordinated by computers, the efficiency of both our road and rail networks are likely to improve significantly during the coming years. Given the huge difference in cost for the proposed alternative versus working within the existing rail route, it should be possible to achieve the desired increase in traffic volume within the existing route by devoting a portion of this difference to new technologies as they become available.

Sincerely,

Christopher Moroney

NEC FEIS Comments - RECORD #519 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Michael (Fin & Treas)
Last Name : Kane
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.

The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial.

Michael & Lisa Kane

[redacted]

Old Lyme, CT 06371

This e-mail may contain confidential or privileged information. If you think you have received this e-mail in error, please advise the sender by reply e-mail and then delete this e-mail immediately. Thank you. Aetna

NEC FEIS Comments - RECORD #520 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Bonnie
Last Name : Reemsnyder
Stakeholder Comments/Issues :

To whom it may concern,

While the Town of Old Lyme will be submitting detailed comments regarding the Final EIS for the NEC Future Preferred Alternative, please consider this request by the Board of Selectmen of the Town of Old Lyme to extend the comment period to 60 days, rather than the published 30 days. The Board of Selectmen unanimously approved a motion to request this extension at their regular meeting of January 17, 2017. This extension will allow more time to make people aware of the implications of this preferred alternative and comment on it.

In addition, I understand that a meeting has been planned in Springfield, MA, and one in MD regarding the plan, but our area has yet to have a meeting anywhere near the area of the bypass. I am requesting that a meeting regarding the plan be scheduled in New London County, Connecticut, to allow residents that are substantially impacted by the bypass plan to attend and be allowed to publicly comment. Thank you for your consideration of this request.

Best regards,

Bonnie Reemsnyder
First Selectwoman, Old Lyme
860-434-1605 x211
breemsnyder@oldlyme-ct.gov

NOTICE: Messages to or from the Town of Old Lyme domain are subject to the Freedom of Information statutes and regulations.

NEC FEIS Comments - RECORD #521 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name :
Last Name : kkupersmith77
Stakeholder Comments/Issues :

I
am writing you to urge your opposition to the FRA NEC "Old Saybrook
to Kenyon Bypass" and its removal from the EIS Tier 1 document. It is important to note that are other alternatives to this route that would achieve the same goals
without destroying many irreplaceable properties. These properities include Narragansett Tribal lands, the Carter Preserve,
the Amos Green farm, and the neighborhoods of Burdickville and Columbia
Heights as well as many private homes in Charlestown, RI. What an unmitigated travesty to destroy these when there are so many alternatives available.

Such alternatives include working with the existing RR route and/or the Rte 95 highway. Also, the choices that technology will bring us in the future certainly should be considered.

Please, remove the bypass in the EIS Tier 1 document, keep a shadow from falling over
the lives and property of this region for generations to come, and help save pieces of Rhode Island history.
Sincerely, Karen Kupersmith, Esq [redacted] Warwick, RI 02886

Sent from my T-Mobile 4G LTE Device

NEC FEIS Comments - RECORD #522 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name :
Last Name : Silvine
Stakeholder Comments/Issues :

To ALL parties concerning NEC Future:

I read all the NEC Future report, and would like to express my feedback.
It is a great effort, very much needed, but must be put in a fast track.
Project time line is WAY TOO LONG!!!
We are already at least 50 years behind!

After living 3 years in Switzerland and traveling by train everywhere in Europe (West & East) I am back in USA traveling via train between Wilmington-PHL-NY for business and family. I am experiencing now how it feels to be back in USA using public transportation.

USA is truly a third world country!
I am APPALED, highly distressed and SAD as I experience traveling via SEPTA and AMTRAK.

I am sure nothing will ever compare to how good the Swiss or Japanese Rail System are, BUT USA system is even WAY behind Eastern European countries. For example: I traveled to the Chech Republic in December. This country endured the hardships of several decades of communist control, and have only been free for just 20 years. It is remarkably the recovery they have done, just by upgrading their train system. Compared to them, a SEPTA train make me feels like crying!

It is specially demoralizing after knowing we have thrown almost 20 years of our tax money in the middle EAST WAR, and we travel on roads fool of potholes, cross unsafe bridges fool of rust, and have train wagons that do not even have inside signs to announce the upcoming station! Septa still relies on having an employee shouting it, (if we are lucky, and the employee is found in your wagon, is not chatting, using a cell police or have fallen asleep.)

My daughter is a nurse at a center city Philadelphia Hospital. Every time there is a snow storm, she must plan ahead. She must stay in Philadelphia in a hotel overnight to be able to work the next day. It is almost a certainty Septa cancels service with a bit of snow, and I am too old to risk driving with ice. Last month, her train did not stopped at the station she usually gets off, conductor kept going and left her (and other

passengers) two station past, in a very undesirable area, past 9PM, and with a poor excuse. We were lucky that night nothing happened to her. She pays the monthly pass, and half the time she drives or I need to give her a ride to avoid paying the hefty parking.

I could go on for pages, I am sure will fall in deft ears. Enough saying USA is lagging behind in public transport.

Thus, my feedback is "DO WHATEVER YOU PLAN, but FAST, FASTER, FASTER!!!!

Sincerely,
Silvia Valentini
Retired Engineer
Aerosafety

NEC FEIS Comments - RECORD #523 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Meg
Last Name : Kerr
Stakeholder Comments/Issues :

_____

Meg Kerr
Sr. Director, Policy
Audubon Society of Rhode Island
12 Sanderson Road, Smithfield, RI 02917
Tel: 401-949-5454 ext. 3003
Fax: 401-949-5788
[redacted]
mkerr@asri.org <mailto:tcaparelli@asri.org>

Connecting People With Nature

Stay informed all month long with eWing <http://visitor.constantcontact.com/manage/optin?v=001ieV-zHAN3Fv3DAln1bxGgPJ8UCBUcz2N>,
Audubon's monthly e-newsletter.

Follow us online: www.asri.org <http://www.asri.org/> ~ Twitter <http://twitter.com/riaudubon> ~ Facebook <http://www.facebook.com/pages/Audubon-Society-of-Rhode-Island/106600095028>

Consider supporting Audubon by making a donation today!
<https://www.asri.org/donate/donate.html?Itemid=0>

Attachments : Audubon1.18.17.pdf (825 kb)

Connecting People with Nature
Audubon Society of Rhode Island

January 18, 2017

The Federal Railroad Administration (FRA)

Re: NEC FUTURE Tier 1 Final Environmental Impact Statement (EIS)

Submitted via email: info@necfuture.com

Dear Sir or Madam:

The Audubon Society of Rhode Island, founded in 1897 is a private, independent, membership-supported organization devoted to improving the use, management and protection of all natural resources and the environment. We are not affiliated with the National organization. We have 17,000 members and supporters in Rhode Island and are among the state's largest landowners, conserving over 9,500 acres for open space and wildlife habitat.

Our mission is to protect birds, other wildlife and their habitat through conservation, education and advocacy for the benefit of people and all living things. In service to this mission, Audubon has long advocated for sustainable public transportation to reduce carbon emissions from the over-use of the private automobile.

We support the development and improvement of the Northeast rail corridor from Washington, D.C. to Boston, MA but hve concerns about the route through Rhode Island described in the Tier 1 Final EIS. We recognize that the route shown in the Tier 1 EIS is not finalized. We hope that the concerns below will be taken into consideration as new segment routes are finalized during the Tier 2 project studies.

The route suggested in the EIS passes through lands that have been permanently protected for wildlife and pubic recreation by The Nature Conservancy, the Westerly Land Trust, the Hopkinton Land Trust and other organizations.

1. Impacts to public recreation. The suggested route bisects the Westerly Land Trust's Grill's Preserve. This conservation area includes an extensive trail system, including a cross-country loop that was used from 2008 – 2015 by the Westerly High School and Middle School teams.

2. Impacts to wildlife. The suggested route bisects TNC's 840 acre Frances C. Carter Preserve. The Preserve has diverse habitats including streams and ponds, freshwater marsh, wetland forest, upland forest, and sandy pitch pine and oak areas being managed for New England cottontail rabbit. Otter and bobcat have been seen in the Preserve. Thirteen species of rare plants have been identified, some living nowhere else in Rhode Island.

12 Sanderson Road ~ Smithfield, RI 02917-2600 ~ Phone: (401) 949-5454 ~ Fax: (401) 949-5788
www.asri.org email: Audubon@asri.org

We also ask that the final route ensure there are minimal impacts to the Wood-Pawcatuck Wild and Scenic designation. In December, 2014 Congress passed the Wood-Pawcatuck Watershed Protection Act, which directs the National Parks Service to complete a three year study to assess whether the Wood, Pawcatuck, Beaver, Chipuxet, and Queen Rivers meet the standards to be included in the National Wild and Scenic Rivers System.

In anticipation of the passage of this act, Congressman Langevin requested a Reconnaissance Survey of the Wood-Pawcatuck Watershed, which was completed in October 2013. The survey summary stated "The NPS reconnaissance survey team has determined, based on readily available information that segments of the Wood-Pawcatuck River exhibit free-flowing character and noteworthy natural, cultural and recreational resource values likely to meet eligibility criteria for inclusion in the National Wild and Scenic Rivers System." Rhode Island will benefit from this designation and the Audubon Society of RI sits on the Wild and Scenic Advisory Group. It is important that the improvements to the rail corridor consider and protect the wild and scenic attributes of this critical river system.

We request that our comments be considered as planning continues. We also request that the Audubon Society of Rhode Island be added to the local stakeholders selected to work closely with the FRA as this process continues.

Sincerely,

Lawrence J. F. Taft,
Executive Director

12 Sanderson Road ~ Smithfield, RI 02917-2600 ~ Phone: (401) 949-5454 ~ Fax: (401) 949-5788
www.asri.org email: Audubon@asri.org

NEC FEIS Comments - RECORD #524 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Betsy
Last Name : Groth
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public

comment.

Sincerely,

Betsy and Ken Groth

Old Lyme, CT

Community Connections
a network of organizations serving Lyme and
Old Lyme to share and explore ways to work together.

Join us at our next luncheon on January 25th
Topic: "High Speed Railroad in Old Lyme"
Guest Speaker: Gregory Stroud, SECoast

www.lolcommunityconnections.org

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Community Connections · PO Box 589 · Old Lyme, Ct 06371 · USA

NEC FEIS Comments - RECORD #525 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Bill
Last Name : Bartlett
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial%2

The coastal areas of Connecticut have not yet recovered from the financial crisis. In addition the local economy is held back by the overhanging default of its pension plan plus the over burden of small business. As a result the relocation of the train thru the Old Lyme area would decimate the local economy.

Please do not decimate our town.

Bill Bartlett

NEC FEIS Comments - RECORD #526 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Sarah
Last Name : Crisp
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to destroy a historic area, the birthplace of American Impressionist Art and/or to adversely effect the delicate ecosystem at the mouth of the Connecticut River.

We requested a Town Hall style meeting in Old Lyme and that request was not granted. The person representing the FRA would not answer questions and was uninformed and defensive. A meeting has now been offered on January 25th in Springfield MA, miles from the areas that will be directly impacted by this choice. This too is unacceptable.

I strongly request that no decision be made without local discussion with local people who will be impacted by this decision.

_____-

Sarah Crisp

Dr J & Mrs S J Crisp
[redacted]
[redacted]

NEC FEIS Comments - RECORD #527 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Joan
Last Name : Malkin
Stakeholder Comments/Issues :

I am not one of your constituents but I believe my voice counts. I am resident in Massachusetts but I am very familiar with some parts of the proposed path in Rhode Island of the high-speed train between Washington DC and Boston.

I urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and to remove it from the EIS Tier 1 document.

The proposed route would destroy many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes. Although I am not familiar with all of these properties, I am very familiar with the Amos Green farm which I take to be an important historic and culturally significant building and surrounding land. I am not aware of similar such properties which exist in the vicinity which might SOMEHOW justify the complete destruction of this venerable homestead.

It is my understanding that there are alternative routes that would achieve the same goals including working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Please keep in mind that if the proposed route is confirmed, it will wipe out these valuable properties forever. There is no return.

Please work toward a more satisfactory solution.

Joan Malkin
10 Tilton Cove Way
[redacted]
[redacted]

NEC FEIS Comments - RECORD #528 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name :
Last Name : Alice
Stakeholder Comments/Issues :

To whom it may concern,

I am writing to you to express my strong opposition to the plans for Amtrak's creation of a bypass from Old Lyme, CT to Kenyon, RI. The plans include cutting through and ultimately destroying large residential areas, nature preserves, and businesses that are at the heart of southeastern Connecticut's economic well-being and character. I will be contacting and supporting my local and federal lawmakers in the opposition to this plan.

Sincerely,
Alice Brannegan
[redacted]
Pawcatuck, CT 06379

NEC FEIS Comments - RECORD #529 DETAIL

Status : [redacted]
Record Date : 1/19/2017
First Name : Darlene
Last Name : Felicetti
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 10th! When my neighbor told me about the town hall meeting!

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

My husband and I both grew up and fell in Love here in RI. So we always knew that after he retired from serving his country in the Army we would, God willing someday return home and finally plant our roots in the soil of the Ocean State! Well after serving for 25 years, living in 13 different homes, too many states to count, 4 long, hard, terrifying deployments to Iraq and Afghanistan and raising 2 beautiful children, we made it to retirement! We finally made it home! Home to RI! We couldn't find a house that was just right. After living in so many, you know what you want! So we decided to build our dream home! Hell this was going to be OUR FOREVER HOME! So we put every penny we owned into making it what we wanted, what we deserved, what we worked and sacrificed all those years for! All those years away from each other, birthdays and anniversaries missed! Time away from family! Moving from place to place! This was ours! Finally ours! We love our new home! Everything about it! It's finally a real home! We've lived here a little over a year and now we find out our state that we love so much wants to take it from us! It's unthinkable! Haven't we sacrificed enough for our country already?! Now you want to take our home too! Please if you have a heart and a conscience PLEASE DROP THE KENYON TO OLD SAYBROOK BYPASS!

Sincerely,

Darlene Felicetti
[redacted]
Charlestown RI 02813

NEC FEIS Comments - RECORD #530 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Susan
Last Name : Corning
Stakeholder Comments/Issues :

Dear All

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes.

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Sincerely

Susan Corning

NEC FEIS Comments - RECORD #531 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Miko
Last Name : Smith
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Miko Smith

NEC FEIS Comments - RECORD #532 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Dave
Last Name : Birkic
Stakeholder Comments/Issues :

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

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

David Birkic Old Lyme Connecticut

> David Birkic
> Licensed Salesperson
> Director's Council
> Halstead Connecticut
> 125 Mason Street
> Greenwich, CT 0680
[redacted]
> t: 203.869.8100 x323
> c: 203.249.5102

NEC FEIS Comments - RECORD #533 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Tom
Last Name : Gentz
Stakeholder Comments/Issues :

To Whom It May Concern:

I attach a five page summary of the flaws in the Tier 1 EIS.

Therefore, I request the following to remedy the flawed process:

Remove the Old Saybrook, CT to Kenyon, RI Bypass and improve the existing tracks in Westerly, Charlestown and Richmond, RI.

Sincerely,

Tom Gentz
Former Charlestown Town Council President

F-0504 Gentz_Tom Charlestown Former Council President

Executive Summary of Deficiencies in Federal Railroad Administration Northeast Corridor Analysis of Tier 1 Final EIS in Charlestown, RI, or the Old Saybrook, CT to Kenyon, RI Bypass

January 10, 2017, the Charlestown Town Council held a public hearing and over 500 residents unanimously objected to the Old Saybrook to Kenyon Bypass.

432 residents signed a petition that night to object to the Bypass. The line to sign the petition went out the door, so many did not object on the petition. Another petition with 2,514 signatures opposing the Bypass was presented to the Charlestown Town Council.

Representatives from Senator Reed, Senator Whitehouse and Congressman Langevin along with two Amtrak representatives were present, but no one from the FRA or the Governor, even though they were invited, attended.

EIS has data omissions and erroneous decisions in the following areas:

- Land Cover
- Agricultural Lands
- Narragansett Tribal Lands
- Parklands and Wild and Scenic Rivers
- Hydrologic/Water Resources
- Ecological Resources
- Geologic Resources
- Hazardous Waste and Contaminated Material Sites
- Cultural Resources and Historic Properties
- Visual and Aesthetic Resources
- Environmental Justice
- Noise and Vibration
- Parklands, Conservation and Historic Resources

These flaws in the EIS are mainly caused by the omission of the following from the data, working west to east. These omissions from the EIS represent 1,797 or nearly 1,800 acres of permanently protected open space that the rails pass through and will be fragmented. There are also many other open space properties that are protected with permanent conservation easements that are in this vicinity that the rails don't pass through, but that are also omitted from the calculations having to do with context**:**

Open Space, preserved in perpetuity, Tribal Property, Farms and Homes:

- Westerly: The Grills Preserve in nearby Westerly is underestimated. The Grill's Preserve is a 550-acre conservation area with over 2 and 1/2 miles of river frontage. The EIS lists this as 480 acres. The Riverwood Preserve in Westerly is omitted from the EIS data. Riverwood Preserve is part of the Westerly Land Trust's Pawcatuck River Corridor Initiative. It consists of 148 acres of woodland, rocky ridges and fresh water wetlands adjacent to the Pawcatuck River and the Boy Scout Camp.
- The Pawcatuck River and Wood Pawcatuck River are crossed several times in Charlestown and Westerly by the new train tracks. These rivers are nominated by Congress as Wild and Scenic Rivers. They are protected from development by the ongoing Wild and Scenic study sponsored by the National Park Service. The EIS does not list any Wild and Scenic Rivers in Rhode Island.
- After passing through Burlingame, which the EIS acknowledges as an impacted parkland property, the proposed rail lines pass through Hidden Meadows Open Space. The Town of Charlestown owns a permanent conservation easement on this 25.3-acre conservation/passive recreation area. This parcel is contiguous on four sides with larger parcels of Burlingame and a seven acre parcel of conservation land of The Nature Conservancy. Both of these protected conservation areas are omitted from the EIS.
- After passing through private homes, the rails cut across Burlingame Estates Open Space, a 31.5-acre

conservation/ passive recreation open space omitted from the EIS. The Town of Charlestown owns a permanent conservation easement on this property.

- The Burlingame Estates open space parcel and the Hidden Meadows open space are contiguous with the 124.58 state owned conservation land. It lies between them. The new rails pass through this state owned and permanently protected property, but it is omitted from the EIS.
- The rails then pass through about a dozen homes before entering the 142-acre Stoney Hill Farm**.** This is a farm to table operation with cows, horses, hay, pigs, and chickens. They sell grass fed beef, pork, chickens, eggs, and Thanksgiving turkeys at the farm and at farmers markets. The farm is enrolled in the Farm Forest and Open Space (FFOS) program. Under this program the farmer has given up the right to develop their land for an extended period, usually 15 years or longer. Protecting, preserving, and promoting this type of farming operation is a priority of both the town and state. This farm and its important status are omitted from the EIS.
- The rails then pass through or close by another farm. The farm is a 15.39-acre farm, contiguous with the Stoney Hill Farm and also nearly contiguous with tribal conservation land across Kings Factory Rd. and Shumankanuc Rd. This farm is omitted from the EIS.
- Another wooded area contiguous with the Stoney Hill Farm. This property recently placed a permanent conservation easement on 45 acres. The permanent conservation easement is held jointly by The Nature Conservancy and the Charlestown Land Trust. In December of this year The Nature Conservancy announced the new conservation easement as follows, *"The 45 acre Heinz property is just southwest of the Carter Preserve, and contributes to a growing corridor of conservation along the Pawcatuck River."* This conservation easement does not appear to be in the direct path of the train but it is close by and contiguous with other farms that are in the train's path. This wooded area and its status as legally protected/conserved land is omitted from the EIS.
- The train then crosses Shumankanuc Rd. and enters Narragansett Tribal Land. This parcel was formerly part of the Indian Cedar Swamp Management Area, a RI state wildlife management area. When it was transferred to the Tribe in 1978 as part of the Settlement Act, it was transferred with a permanent conservation easement that requires the land always remain conservation land and not ever be developed. The Tier 1 Final EIS claims that no tribal land is crossed or impacted anywhere by the plan for high-speed rail anywhere in the corridor from Washington DC to Boston. But in this case, tribal land is crossed and that land also is protected by a conservation easement.
- The proposed rail lines then cross 59-acre farm contiguous with the Pawcatuck River and the Carter Preserve**.** This farm is omitted from the EIS.
- The new rail line then crosses Kings Factory Rd. and the Botka Woods Open Space. This 116-acre Open Space has been recently approved for a permanent conservation easement to be held by the Town of Charlestown.
- After passing through the power line (green way) and four or five houses the proposed train tracks enter the 1,112-acre Francis C. Carter Memorial Preserve. Owned by The Nature Conservancy this property was acquired with help from The Champlin Foundations, the Doris Duke Charitable Foundation, and the Cove Point Foundation. This preserve is one of the largest protected properties in the state, but it was entirely omitted from the EIS. It joins several thousand acres of contiguous forest and contributes to an 11-mile corridor of open space running from the Ninigret National Wildlife Refuge to the state's Carolina Management Area. This conservation property has a strong policy supporting public access for passive recreation. There are seven miles of hiking trails, access for equestrians and bow hunting in season. The proposed rail lines run the length of the Carter Preserve fragmenting it into two roughly equal pieces.
- All of the land between the existing rails, the proposed rails, and Tribal land is occupied by the Carter Preserve. NEC Future has made clear a preference to avoid tribal land. For the rails in the Carter Preserve there is no place to move the rails to avoid parkland conversion except into the existing NEC right-of-way or across more tribal land.The new rail lines leave the Carter Preserve at Rt. 112, pass through a three or four frontage lots on Rt. 112 and then enters the Amos Green Farm. The Amos Green farm is a colonial era farm that is preserved in museum quality and is still a private residence. The 101-

acre farm is preserved with conservation easements held by the Charlestown Land Trust. It has recently been the site of Colonial Reenactments sponsored by the Charlestown Historical Society and is open to the public for other special events.

- The Fenner Farm is contiguous with the Amos Green Farm. Fenner is an 85-acre farm protected by a permanent conservation easement held by the Town of Charlestown. The two permanently protected farms make up about 185 acres of contiguous farmland that will be fragmented by the proposed rail lines. None of this permanently preserved agricultural land is mentioned in the EIS.
- Moving eastward the proposed route leaves protected open space and passes through or over residential land and then enters the Columbia Heights Historic District. This Historic District is another data omission in the EIS. Historic homes will be removed here for rails at grade. This is a very compact neighborhood. This entire Historic District is eligible for inclusion in the National Historic Register. The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register.
- The straightened tracks proceed on a half mile bridge to from Columbia Heights to the village of Kenyon where many homes are impacted.
- The Biscuit City Fishing Area, a Pawcatuck River access point fishing area was developed with Federal Fisheries Funds and RI Division of Fish and Wildlife funding. This access will be removed by the new rail project. The new rails will pass through here as they reconnect with the NEC in the Great Swamp.
- Other farms impacted are Riverside Farm, Oak Farm, High Meadow Farm and Sweetwater Farm. If any farmland in this area remains after construction, the land will be close to the trains and noise and vibration from passing trains may make this land unsuitable for the types of farming in this area, which is dominated by animal husbandry, grass fed beef, chicken and animal feed.
- The 1,800-acre figure does not include active farms bisected by the rail project. Most of these farms are entered into FFOS. These active farms that will be removed or damaged to the point that they can no longer be viable farms account for another acres that were omitted from the EIS.

Of the 5.6 miles of track straightening, 3.8 miles of parkland and protected Open Space are impacted. Where the Town, State of Rhode Island, local Land Trust, or The Nature Conservancy hold a permanent conservation easement, they have a legal obligation to stop the sale or conversion for a use other than conservation/passive recreation/agriculture as specified in the easements.

The proposed track of the rails is through an east-west corridor of open space that spans nearly the width of the town. This section is part of an 11 mile north-south corridor of open space that extends from the Ninigret National Wildlife Refuge at the ocean, north through Burlingame and Narragansett Tribal land, through the Carter Preserve, and then connecting with the Carolina Wildlife Management Area in Richmond. The east-west corridor also provides more wildlife and potential recreation access to the Pawcatuck River, a nominated Wild and Scenic River. The tracks impact the wildlife corridor from the Ocean to Richmond and beyond.

With the acquisition of the Carter Preserve by The Nature Conservancy in 2001, this area became a focus of additional acquisition by TNC, RI DEM, Charlestown Land Trust, and others. The purpose of these acquisitions is to build an ever larger un-fragmented area of wildlife habitat, to make open space connections to the Pawcatuck River, and to create an ever richer experience for the public who use these lands for passive recreation. The Town of Charlestown uses this area of our town as part of a package of eco-tourism destinations.

US Fish and Wildlife Great Thicket National Wildlife Refuge:
The recently approved Great Thicket National Wildlife Refuge is not mentioned in the EIS. USF&W can purchase up to 3,200 acres in Southern Rhode Island.

Wood-Pawcatuck Sole Source Aquifer:

The impact on drinking water in all of Southern Rhode Island was overlooked. This will be disturbed by both construction and new rolling freight.

United Nuclear Corporation (now the TNC Carter Preserve) Ground Pollution:
The EIS doesn't identify the former UNC site as an archived superfund site, but it will disturb a tremendous amount of soil in this area.

Cultural Resources and Historic Properties:
Representative Route includes three NRHP-listed properties: the Old Lyme Historic District in Connecticut; the Bradford Village Historic District in Rhode Island; and the Shannock Historic District in Rhode Island. There are also multiple historic districts in Rhode Island, including the Bradford Village Historic District, Shannock Historic District, and Westerly Downtown Historic District in Washington County. Impact on Columbia Heights is not mentioned. The Columbia Heights Historic District is on the list of Historic Districts at RI Historic Preservation. The entire district is eligible for listing in the National Register. Historic homes will be removed in this very compact neighborhood. This entire Historic District is eligible for inclusion in the National Historic Register. The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register and from Columbia Heights as well. Kenyon is also a Historic District eligible for listing on the National Register.

Narragansett Tribal Lands:
The FRA did not identify property-specific tribal resources. The proposed route passes over Tribal land at Kings Factory Road.

Environmental Justice:
Impact on the Tribe (a minority community) and Columbia Heights (an eligible low/mod community) is not mentioned. These are both environmental justice issues that were omitted from the EIS.

Tunnel Impacts on Train Speed:
If the tracks are straightened, a tunnel will have to be bored in Charlestown under Shumankanuc Hill. The speed limit will have to be reduced to under 100 mph entering and through the tunnel due to a "piston" effect that would cause the train windows to implode.

Noise and Vibration:
The FRA defined the Affected Environment as a 5,000-foot-wide swath centered along the Representative Route. Increased noise and vibration would be experienced along the route. Wild and farm animals would be disrupted greatly.

Summary of Public Health Effects:
The following effects were identified by the FRA as having the greatest potential risk to public health:
Degradation of water quality, including public drinking supplies

- Disturbance of hazardous waste and contaminated materials
- Increased or prolonged exposure to noise and vibration
- Temporary construction related effects on air quality, such as fugitive dust emissions and operation of construction equipment and disruption in traffic during construction

Irreversible and Irretrievable Commitment of Resources:
With the exception of leaving the rails in the current NEC, there is no change of route that will not go through Narragansett Tribal Property, homes, neighborhoods, farms, the Carter Preserve and other open space. Loss of these natural and cultural resources cannot be mitigated and they cannot be replaced, ever.

Construction and Tunneling:
Construction of the Preferred Alternative would require construction staging areas. Even though

temporary, these areas would disrupt wildlife and habitat that might not recover.
If a tunnel were to be dug by a Tunnel Boring Machine (TBM), the Acela speed would have to be reduced to less than 100 mph. The cost for that tunnel would be from $500 M to $1 B for no gain in travel time.

Conformance with local Charlestown Comprehensive Plan and State Guide Plans:
Every section of the Charlestown Comprehensive Plan that has been approved by Rhode Island Statewide Planning is violated.

Rhode Island State Legislator Objections:
Every Washington County Legislator signed a letter of objecting to the Bypass.

Connecticut Congressional Delegation, Governor and impacted residents opposition:
Connecticut residents already report a 25% decline in property values. Both Rhode Island and Connecticut impacted residents have this sword hanging over Charlestown's head for the current and distant future is unacceptable for a 30 to 50 year $130 B project that is unfunded and may never be funded.

Summary:
Charlestown residents depend upon Governor Raimondo, Senator Reed, Senator Whitehouse and Congressman Langevin to speak in one voice to have the FRA drop the Old Saybrook to Kenyon Bypass. The straightening will greatly impact those along the proposed route for a little gain in time with increased speed and a great loss in property value through eminent domain taking. Residents will lose faith in the Federal and State government.

The Town of Charlestown requests letters to the FRA from the Governor, Senator Reed, Senator Whitehouse and Congressman Langevin to Drop the Old Saybrook, CT to Kenyon, RI Bypass from the Tier 1 Final EIS no later than January 31, 2017.

NEC FEIS Comments - RECORD #534 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : J
Last Name : Dalzell
Stakeholder Comments/Issues :

I am writing to respectfully urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future. Please work with the community members to arrive at a more amenable option.

Thanks,
Jane Dalzell

NEC FEIS Comments - RECORD #535 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Marisa
Last Name : Mazzotta
Stakeholder Comments/Issues :

To Whom it May Concern:
I am writing to express my strong opposition to the Federal Railroad Administration's proposal for the Kenyon to Old Saybrook Bypass, and to express my disappointment that people and communities who will be severely impacted by this proposal were given short notice and little opportunity to comment on this plan.

This proposal seems to be extraordinarily poorly planned out, resulting in serious and irreversible impacts to many people and communities, with relatively small benefits to a small number of people traveling between New York and Boston. In our affected RI and CT communities, we have made extraordinary efforts, at great public expense. to protect historical, cultural and environmental resources, supposedly *in perpetuity*, in order to support the health and quality of life of people, wildlife, and ecosystems in these communities. We have also worked hard and spent large amounts of public money to protect and promote local farms and farmers, both for quality of life for our communities and to preserve diversity of occupations and traditional occupations in rural New England; but also to provide local food security and contribute to the much greater environmental good of the region and Nation that comes from sourcing food locally and sustainably. This plan also will affect Narragansett Tribal land, which I strongly oppose.

While I believe public transportation is critical and must be improved, I don't think that 45 minutes saved for a few people is worth the great environmental, economic, and social disruptions that are sure to result from this plan. There must be a better way to accomplish improvements in rail travel without such extreme impacts on the affected communities of RI and CT.

Sincerely,
Marisa Mazzotta
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #536 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name :
Last Name : [redacted]
Stakeholder Comments/Issues :

To Whom It Concerns:

I strongly agree with our honorable Senator Richard Blumenthal, our first selectman Rob Simmons and many, many others in opposing this planned Amtrak bypass. It makes absolutely no sense to impact so many areas in CT including my town of Stonington with this plan. It will certainly have both a financial impact on many homeowners and environmental impact on all the towns along the route. I stand with my neighbors and strongly oppose this plan.

Sincerely,

Joan Chrisbacher
[redacted]
Pawcatuck, CT 06379

Sent from my iPad

NEC FEIS Comments - RECORD #537 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : allison
Last Name : hine
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA. The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
John S. Hine, Old Lyme

NEC FEIS Comments - RECORD #538 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : allison
Last Name : hine
Stakeholder Comments/Issues :

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

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Sincerely,
Allison Hine, Old Lyme

NEC FEIS Comments - RECORD #539 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Michael
Last Name : C Boardman
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Michael Boardman

Michael C. Boardman

Connecticut

Associate General Counsel

United States

IGS Transactions

IBM Global Services

E-mail: boardman@us.ibm.com

Phone: (860) 434-8338
Cell: [redacted]

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NEC FEIS Comments - RECORD #540 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Walter
Last Name : Virginski
Stakeholder Comments/Issues :

This is an absolute waste of money.

Westerly doe not deserve to lose its train stop.

Environmental images outweigh the few minutes saved.

Walter B Virginski
[redacted]
Westerly RI 02891

[redacted]

NEC FEIS Comments - RECORD #541 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : David
Last Name : Frankel
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA. The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
(David Frankel, Lyme, CT)

NEC FEIS Comments - RECORD #542 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : John
Last Name : Golberg
Stakeholder Comments/Issues :

I urge you to consider the effect of your plans for redirection of rail lines in Rhode Island on land set aside for preservation.
In the event that such land is taken I urge that larger ares of land in other areas er set aside in compensation.
Public hearings should outline plans of that nature.

--
John W. Golberg, MD

NEC FEIS Comments - RECORD #543 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Al
Last Name : Chrisbacher
Stakeholder Comments/Issues :

For those that are a part of this decision !!!

I am very much in opposition to the proposed path for the Kenyon to Old Lyme Bypass and believe that more suitable or less imposing alternates are available.
As an example the I-95 corridor offers a nearly direct line through Connecticut and Rhode Island and is laid out for traffic that is traveling at speeds in excess of 60- 70 MPH. A pathway adjacent to the current roadway is a more practical solution and impacts only those that already have to contend with the noise attributable to the highway traffic. Further the frequency of rail traffic is intermittent as compared to the continuous sound of traffic on I-95.

Further,What would be the cost verses performance difference in expanding the current pathway to support the additional volume. Has this been studied as well and why shouldn't it be??

I plan on attending the public meeting to be held on January 24th at the Pawcatuck Fire Station. I expect that this proposal as well as others will be brought to the attention of those attending.

Let's arrive at a decision that is suitable to the majority and not to those with other priorities.

Respectfully,

Al Chrisbacher

NEC FEIS Comments - RECORD #544 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Candy
Last Name : Feinberg
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Andrea Feinberg
Old Lyme, CT

Sent from my iPhone

NEC FEIS Comments - RECORD #545 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Charlene
Last Name : Ingham
Stakeholder Comments/Issues :

To whom it may concern,

I am sure my voice is not the only one you are hearing asking for an extension to the open comment period on the Northeast Corridor EIS that is slated to close on January 31st.

The Town Council of Charlestown, RI held an open meeting on January 10, 2017 regarding the FRA proposal. Around 500 people turned out for this meeting and I know many more were unable to attend. A majority of the people who spoke expressed their concern regarding the comment period, especially since many of us were notified shortly before the busy holiday season.

Amtrak as well as most of our elected officials were either at the meeting or sent representatives. There was no one there from the FRA to hear the concerns as one citizen after another stood to express their concerns about this plan for 3+ hours. The town council explicitly asked if there was anyone there to speak in defense of the FRA proposal - out of 500 people, not a single person had anything positive to say.

Washington County is listed as the second most impacted area in the proposal, but we have had the least notification or communication. This proposal will have immense, long-term, impacts to our area; changing the very nature of what makes this part of Rhode Island so special.

Please, with respect to myself and my fellow citizens, extend the comment period on this proposal to allow more detailed examination by ourselves and our elected officials. For a plan that is expected to take 30 years to implement, there is no reason to not extend the comment period by another 60 or 90 days. Absolutely none, unless you are against giving citizens the time to be informed about what their federal officials are doing.

Thank you for your time,

Charlene Ingham

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #546 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Kumi
Last Name : Smith
Stakeholder Comments/Issues :

To whom it may concern,

I am writing to join my voice in the call for your opposition to the the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document. There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes.

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Given my personal connection to this area and the lifetime of memories connected to these neighborhoods, I can attest to the value of preserving these areas both for history and posterity.

Best regards,
Kumi Smith

NEC FEIS Comments - RECORD #547 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Eric
Last Name : Griswold
Stakeholder Comments/Issues :

To whom it may concern,

As long-time residents of Charlestown RI, we adamantly oppose any change in rail routes that impact preserved lands, wetlands, tribal land, farms, or existing residential properties. We moved to Charlestown largely for it's unspoiled beauty and are long-time supporters of The Charlestown Land Trust and open space acquisition. We are urging the cancellation of this short-sighted and harmful proposal.
Sincerely,
Joy and Eric Griswold
[redacted]
Charlestown, RI 02813
Sent from my iPad

NEC FEIS Comments - RECORD #548 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Andrew
Last Name : Nauta
Stakeholder Comments/Issues :

TO WHOM IT MAY CONCERN:

NEC Preferred Strategy

I note a proposal for the NEC (Northeast Corridor) to adopt a preferred strategy by which a small segment is included to supplement an improved existing corridor and concurrently rejecting the tier 3 recommendations, the latter in line with proposals for HSR (High Speed Rail). The preferred strategy does little if anything to decrease the timing of commuting, only the increased probability that a user will arrive at the destination of one's choice. In today's transportation climate any one in need of transit will do so in the most expedient and if rail does not meet that expectation, the personal vehicle will be used, adding additional costs on vehicular investment, roadway maintenance, environmental compromise and the hours lost in production. The purpose of HSR is to reduce or eliminate all these costs on not only the one individual but approximately 5 million. The preferred option is an incentive for those considering commuting by rail to continue the use of the personal automobile with the knowledge HSR will not be in their future. In my view the reviews, meetings, and proposals of the NEC Future should not have included the no action strategy, but that the options 2 and 3 had remained on the table in line with an HSR service. At the present time, there exist communities, towns and cities whose populations commute daily to the two large cities of Boston and New York City. With the adoption of option 3, these several communities would not only benefit with a decrease in the number of vehicles from one destination to another, but the cities and towns would become enhanced in themselves with the probability of a higher number of commuters settling and sharing in the financial operations of these centres. I cite one example: Danbury CT which presently has ridiculous rail commuter service to NYC. A proposal in the Tier 3 plan would have direct high speed service both to Boston and NYC. What was not done when considering this option was the benefits to that city had that option been adopted; instead only the cost of implementation. The long term benefits of any city in CT which could benefit with the Tier 3 plan while lowering the cost in production of the individual commuter should have been estimated. Moreover, HSR would reduce the cost of highway maintenance and increase the productivity of commercial transportation, in particular on both the I95, I84 and New York's I684 corridors, all of which are heavily utilized as commuter highways to Boston and New York City.

Rejection of Preferred Strategy and Replacement

Therefore, it is suggested that the preferred option be rejected and that the committee in charge of the NEC Future report to the agencies of the governments involved in this process: scrap any future options, including the no action; recommend that any future proposals be based on a high speed rail platform; that existing agencies be separated from any future proposals; that foreign agencies in the high speed rail commuter industry with previous experience and expertise, including engineering firms whose track record has been proven, be involved in any future construction involving high speed rail proposals; and that consideration of HSR at a minimum speed to challenge the efficiency of private transportation and the reduction in the cost of production be accepted.

Advantages for HSR

Though high speed rail may not be the end all for the future of human transportation, when considering the viability of present day alternatives, and the absence in knowledge what any future technology would provide in

relation to commuting, HSR as understood and implemented in several European and Asian nations, has to be seriously considered. During the consideration process, that any costs associated with any proposals include the loss of time associated with the average commuter, and that the investment of alternative forms of transportation compared to rail commuting be included. Further, that the cost of the maintenance of highways, the benefits and non-benefits of communities, and the interest of the government agencies affected be estimated with and without HSR. Once the consideration process is completed and there is a consensus to forward some proposal, that an environmental study is launched. One of the most important aspects affecting the environment is the overwhelming impact of the automobile and commercial transport on our highways and has to be measured against the environmental impact of the construction and implementation of HSR. It also is a requirement that electricity, and its source(s) are known and how it is compared with the cost and maintenance of the highway system affected and the use of natural resources and its cost is measured. Once completed and a positive outcome in favour of HSR is consummated, that a plan be drawn up in line with the environment impact study on routes which would have the most positive impact on the environment while lowering the cost of affected highway maintenance, and the cost benefit of commercial traffic if any. All of these should be implemented and the results forwarded to an inter-governmental agency under the auspices of the federal and state governments to be assessed and from this assessment, a plan drawn up to include high speed rail with a focus on service between Boston and New York with stopovers of the largest communities in the areas by which commuter traffic can have the greatest cost saving of the highways affected, the reduction of the impact on the environment if any, and the expediency of HSR affecting the commuter in relation to the gain in productivity and its cost with a shorter travel time.

Construction and Implementation

Once all this has been assessed, that engineering firms familiar with the construction and implementation of HSR be contacted and given the opportunity to cost out the various proposals and provide an estimate on the numbers required to provide the ways and means to build the roads in the most expeditious and environmentally sound condition technology allows; and that suppliers of HSR equipment, including rolling stock and train sets be contacted and allowed to provide information with an understanding of American first provisos. Once completed, all the plans and the cost estimates, the savings, if any on the gain in productivity of the individual commuter, the benefits, if any, for cities and towns reached by HSR, and the benefits, if any, on the maintenance of the highways adjacent to HSR, including the expediting of commercial traffic, and the effect, if any, on 5 million commuters be published throughout the North East area of the US between Boston and New York City (NYC). Further, that the NEC area south of NYC is excluded from this proposal and that a separate arena is consummated for any changes affecting that area, if those affected would wish.

HSR Convenience

The question will arise: why have HSR; why bother making any change? The answers to both can be summarized simply by one answer: the status quo; what exists now does not work. Most commuters to New York City and Boston use private means and ways due to the following: inadequate public service, unproductive time with existing service, cost ineffectiveness of the present system, and aging structures. In addition most highways adjacent to the present system are inadequate to handle the present day vehicular traffic and decrease the productivity of commercial traffic, such as the trucking industry.

The second question: ‘why bother making any change’ can be answered by making changes in the existing system by updating existing structures and track, upgrading and extending stations and platforms, increasing parking facilities at stations, and increasing the number of stations if necessary, and electrifying several branches presently with diesel service to meet any environmental challenges. However, there remains one element missing in this improved package: timing. I cite one example: the Waterbury CT Branch.

Waterbury is presently serviced four times daily during the time of necessity; each weekday morning and evening, both critical to reach New York City and vive-versa and no direct service to and from Boston. It requires 2 or more hours to reach NYC and vice-versa and requires a transfer to complete the trip. This line could be electrified but the timing would be of no consequence. What changes made in this improved corridor will have no lasting benefit for the Waterbury commuter and consequently will continue to refer to the most expeditious method in reaching the destination of one's choice: the automobile and highway. It leads to the first question: why have HSR?

The branch to and from Waterbury will no longer remain the exclusive rail service to NYC and NYC will not be the exclusive rail destination for Waterbury. HSR as planned as a proposal in the NEC future document would cause commuters to measure the most expeditious avenue to NYC and for commuters from NYC and Boston to consider Waterbury CT as a destination. Further, that traffic would be reduced along the I84 corridor, an interstate already meeting its capacity during the critical hours.

New Committee for the Future of the NEC

Thus it is recommended, in my opinion that a committee made up of the federal, state and city governments' bureaucrats expert in transportation and the politicians representing the areas affected be formed with the mandate to explore ways and means to plan and execute the establishment of high speed rail (HSR) with or without the inclusion of existing passenger and commuting rail properties, and that this HSR is constructed between New York City, NY and Boston MS, that as many communities as reasonable situated between the two cities be considered as arrival and departure points so long as the time factor in serving these communities does not defeat the purpose of HSR. The purpose of HSR is to compete directly with the private vehicle, lower the cost of maintenance on the adjacent highways, reduce the impact on the environment, increase the reliability of commercial traffic, and reduce the time of travel. Though other factors play a part in HSR advocacy, the leading factors as listed in the previous sentence are requirements upon which any committee must focus, in my opinion.

Regarding the cost of construction and implementation: that all factors be considered in relation to highway maintenance with and without HSR, environmental differential with and without HSR, private vehicle cost with and without HSR, time of individual production with and without HSR, population affectations of communities with and without HSR, business opportunities if possible with and without HSR be included in any estimation. The cost of HSR has to include all extenuating affects for a real cost estimate and that all sources of energy, including the cost of back-up power sources are assessed and measured.

Finally, that the committee focus all the factors listed in the previous paragraph on one HSR route, that the most highly dense population areas between the two cities are considered, while at the same time the shortest and most unencumbered route be chosen in any future HSR proposal.

Simplicity of HSR

All which has been proposed in this outline has a simplistic ring to it, but it could be considered HSR itself, once implemented is simple, the very concept facing the general public, and particularly the commuter. No one making use of any system wishes to do more than what is required, and therefore when faced every morning and afternoon, if not transferring and being held up on an existing rail system, then waiting in line crawling and stopping in a 65 MPH interstate highway, there is no doubt the commuter would wish an alternative. Moreover, the general public, including those not commuting, would prefer a system which at least lowers the probability of polluted air emanating into their back yards, let alone their homes and work environments. There is no doubt in my mind, though I will acquiesce to my own views on public transportation, that HSR, several of which have been successful in Europe, (I cite the Lyon Line in France; the Intercity Express in Germany: Wikipedia) will benefit society surely as when the Interstate Highway System was implemented. Today society here in the US,

and particularly in the North-East has reached a crossroad in transportation as it had with the federal highway system, and it is therefore incumbent that people, goods and services are not jeopardized the same way. As there was a call for a new system of roads to move not only people, goods and services during the Eisenhower Administration, with the overwhelming presence of vehicular traffic clogging our highways too frequently, a system is required to unclog these interstates, so that not only commercial vehicular traffic can move forward more expeditiously, but that the military can maneuver without obstruction in the time of war.

Stress on the Commuter

There is a psychological aspect which should be considered in any proposal where changes are made, and with the introduction of HSR or the proposal for the status quo, the people are affected, some more than others, still others not at all. For those not requiring any form of transportation, it may be the tax burden, if taxes rise as a result of HSR, though any tax for any reason would likely have a similar result. However, the people referred to principally in this proposal are those directly affected by any change, placing for now the taxes aside. One division in a healthcare system is its department of psychology, and it is my opinion that many of its patients are for work related issues, and of this group the stress of commuting, particularly long distance on heavily utilized interstates and highways would not be excluded. When presently any proposal for any change, and no change, the cost savings or the increased costs, are to be tabulated, and that measurement is extended for those present day rail commuters with an HSR system. Once these measurements are completed, the tax increase, if any, is presented and included in any psychological assessment and included in any cost savings or expenses. The reason: too often when cost estimating a project such as HSR, or a new roadway which relieves congestion, or even a roadway with a newly paved surface, the mind of any individual is affected. When one faced with obstruction after obstruction, or a rough road and a noisy ride, not all are unaffected and the probability of work related issues coming forward more readily, which may cut in on productivity. With HSR the cost benefit in productivity has to be included in the price of the project.

Financial Benefits

If one were to present a balance sheet to the CEO of a company, one might wonder if it could be done if he or she was satisfied with the following: $3 Billion to construct and implement a line from New York to Boston; $100 million revenue per year from user fees. With HSR, as with any service, the amount is only a beginning as operating costs after the implementation will continue until the line is scrapped. It is possible $100 million is all that is required to maintain and operate the system, but it is wise to compare different systems, HSR and non-HSR, as well as conformable highway systems, and find whether the proposal can be operated and maintained at a competitive rate. However, if it is determined that there is no direct financial return on the HSR, since the $100 million would balance out, the CEO may wish to look at his or her own company and see whether one can have the $3 Billion returned. Though it is true a non-HSR line and a conformable highway system is advantageous for a short term return, there is enough evidence that the company’s productivity is stagnant with merely a 2% increase in revenue, most of which is eaten up by inflation, whereas there is the possibility, though not written in stone, that productivity, and the probability of new products introduced with a lower stress level, as a result of a more expeditious system of transportation, thereby increasing the likelihood the balance sheet can be balanced sooner than later, instead of never.

In the proposal I wish to share, consideration of private capital is an avenue any governments and politicians interested in the NEC have to contemplate, with an understanding the country is in a deficit position, that taxes are at a premium; but to also consider the advantage of the private sector with the implementation of a system, the HSR, with the more positive outcome of their bottom lines with the increased productivity and interests of their employees, the people who commute everyday year after year.

Alternative 3 Proposal

Before adopting the preferred option, the improvement of the existing corridor and the electrification of the route from Hartford to New Haven, reconsideration of the Alternative 3 proposal, including the direct link between New York and Boston via Hartford CT, Waterbury CT, Danbury CT, and White Plains, NY be accepted; and that the link between Boston and New York via Long Island be deferred until viability necessitates it as an alternative to the CT corridor as proposed in Alternative 3 after implementation, and that any proposal south of New York City be confined for the interest of commuters between NYC and Washington, DC.

NEC FEIS Comments - RECORD #550 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I am emailing in strong opposition to the proposed new high speed railway through Pawcatuck, CT. I both live and work in Stonington and this would not only devalue our homes but break our community.

The railway is proposed to run through my backyard in Pawcatuck. I have 2 children under 5 years old, and to think they would be growing up with this unnecessary railway is unacceptable. Please further consider repairing and upgrading the existing lines to meet needs at much less cost, as opposed to destroying the towns and communities we hold so dear to our hearts.

Thank you for your time and consideration in this very important matter.

Respectfully,
Carrie Ann Dentch
Pawcatuck Resident for 13 years

NEC FEIS Comments - RECORD #551 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Kathy
Last Name : McKendree
Stakeholder Comments/Issues :

We are residents of Westerly, RI and frequent Amtrak and Acela travelers. We are very opposed to the proposed bypass which will dissect a fragile Westerly Land Trust property and disrupt the lives of many residents. This appears to be an overly ambitious and costly effort to shave 45 minutes off the NYC to Boston route. Our observation is that the trains are generally 20-45 minutes delayed on this route under the current plan so perhaps the effort should be redirected on improving the current service. Kathy and Bill McKendree

NEC FEIS Comments - RECORD #552 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Andrew
Last Name : Llaguno
Stakeholder Comments/Issues :

To Whom It May Concern- This is Andy Llaguno - [redacted] in Charlestown. I have voiced my concerns in opposition to the Bypass. Mainly because it goes thru my lot and will take my home away. Please do everything you can to protect our private properties, homes, preserves, wet lands, farms, Indian lands, etc. My wife and young boys - enjoy all the comforts to our home which is located off the busy road in the woods. We have wet lands in our back yard that protect us. Its a 3.5 acre lot in which I have personally done all the upgrades: fenced in back yard, large back deck, detached garage with a loft, wood burning stove, hard wood floors and tile kitchen, mature landscape which includes over 50 shrubs and 30 trees which I planted, a paved driveway, finished basement, etc. As you can see it was a lot of hard work and we have it where we want it. The plan is to send my boys to URI where I work and when they graduate - I will have the house paid off and hopefully retire there. I dont want to start all over again in my 60-70's.
We have a large yard where my boys play and we love our neighbors. If the Bypass goes up it will destroy our home, neighbors, and community. We have done all the right things paying our bills and taxes. Also planning ahead for the future. It makes me so angry, that the RR and govt. has their thumbs on my home and future. Just putting us on the map - decreases our home value significantly. If I were to get a new job, I would now have a hard time selling our house for the full value. 20+ years locks us down. That's not fair. I also looked up our value and if we get fair market value - there is nothing in charlestown that has what we have and the age of our home is only 15yrs old. Again, its not fair. Please think about if it where happening to you... This is causing lots of anxiety and folks to be very upset to give up what they have built in order for a train to save "1 minute" of time thru Charlestown and cost a billion dollars. Billion Dollars - really!?

Our state is called: Rhode Island - Providence and "Plantations" . We are the smallest state and have the least amount of farm land left. Lets try to keep our "plantations" intact and save our heritage as well.
Keep me posted - Tell your boss this is a bad idea! Let them upgrade between the existing lines all they want...

[redacted]

HAVE A GREAT DAY
ANDREW LLAGUNO, MSED, ATC, CSCS, PES

NEC FEIS Comments - RECORD #553 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Barbara
Last Name : Gould
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA. The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Barbara Gould, Old Lyme

NEC FEIS Comments - RECORD #554 DETAIL

Status : [redacted]
Record Date : 1/20/2017
First Name : Roberta
Last Name : Velez
Stakeholder Comments/Issues :

My husband & I are apposed to
The tunnel under the Ct. river
& going under Old Lyme. We are for new tracks to replace the old tracks but in the same location that they now stand.
Way not make a maglev train.
With no noise and much faster speed.
Roberta & Mark Velež

[redacted]
Old Lyme, Ct. 06371

NEC FEIS Comments - RECORD #555 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Joe
Last Name : Babin
Stakeholder Comments/Issues :

High strongly disagree with this rail line going in southeast Connecticut please don't ruin the summers for us
Sent from my iPhone

NEC FEIS Comments - RECORD #556 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Kayla
Last Name : Babin
Stakeholder Comments/Issues :

As a life long resident of Pawcatuck I am adamantly opposed to this proposal.
Kayla Babin
Sent from my iPhone

NEC FEIS Comments - RECORD #557 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Elaine
Last Name : Caldarone
Stakeholder Comments/Issues :

To Whom It May Concern:
For the following reasons I am opposed to the OldSaybrook, CT to Kenyon, RI Bypass proposed in the FRA Northeast Corridor plan. 1. The current FRA's Tier 1 Final EISis inexcusably incomplete, failing to address almost 1,800 acres of permanently protected open space that will be directlyimpacted by the bypass. To name just a few areas: the Pawcatuck River(nominated by Congress as a Wild and Scenic River), Westerly Land Trust Lands,Narragansett Tribal Lands, The Nature Conservancy Lands and easements (notablyFrancis C. Carter Memorial Preserve), and Charlestown Land Trust Lands andeasements. If this bypass is constructed land designated in perpetuity as openspace will be irreparably harmed. 2. Impact on quality of life. Thebypass will irreparably harm historic farms, homes and lives of dozens of RhodeIslanders - that is too high a cost for decreasing travel time by a fewminutes. 3. Return for investment. The fewminutes of travel time saved by straightening this section of track will costmillions if not billions of dollars. The proposed bypass does not even makesense fiscally. Any one of the above points shouldbe reason enough to eliminate the bypass from the plan. Taken together theypresent a very strong case. Please eliminate the Old Saybrook, CT to Kenyon, RI Bypass from the plan and keep the rails on the current railroad right-of-way through thatsection. Respectfully,Elaine Caldarone[redacted]Ashaway, RI 02804

NEC FEIS Comments - RECORD #558 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Janet
Last Name : Olsen
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Janet Olsen
Old Lyme, CT

NEC FEIS Comments - RECORD #559 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Suzanne
Last Name : Gaskell
Stakeholder Comments/Issues :

I am opposed to the plan to re-route the existing tracks as per the proposal. The destruction that would be wrought, particularly in the area of Old Lyme, CT is unacceptable. The damage that would be inflicted on the environment, as well as cultural and historical sites, and the damage to private property, is too much for any proposed savings of time and/or convenience. Old Lyme is one of the oldest and most historic towns in the state, and to irrevocably change the town is an act of thoughtless, wanton destruction. The cost of the project is daunting and I insist that the entire scope of the work be reconsidered. As a taxpayer and long time resident of this area, I am very unhappy with the proposal.

Thank you for your consideration.

John Gaskell
[redacted]
Lyme, CT 06371

NEC FEIS Comments - RECORD #560 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Mike
Last Name : Dickey
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:
* There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities[1] natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
* The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
* The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
* No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
* The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut[1]s most important and defining natural feature.
I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Michael E Dickey
Address: [redacted]
Town, State, Zip: Old Lyme, CT 06371
Email address: [redacted] Date: 21 Jan 2017

NEC FEIS Comments - RECORD #561 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Michele
Last Name : Dickey
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:
There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

I am a life-long resident of Old Lyme as were both my parents before me and my paternal ancestors back to 1862. My great grandfather farmed on [redacted], owning property that extended back through what is now the Regional District #18 high school to an ice house. My first cousin still lives in that house. Our town has worked diligently to maintain the history of town with a historic district and now an active Old Lyme Historical Society, Inc. I feel certain that passengers that take the trains in question on a regular basis would not want our history destroyed so they could reach their destination a mere twenty (that's 20) minutes sooner. Please do whatever is necessary to upgrade existing tracks without destroying homes, businesses, and history in Old Lyme, not to mention Mystic, where a thriving tourist industry stands to be sorely impacted.

Thank you.
Name: __Michele Dickey_____
Address: _[redacted]
Town, State, Zip: Old Lyme, CT 06371_____
Email address: [redacted]_____ Date:

_1/21/2017_____

NEC FEIS Comments - RECORD #562 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Richard
Last Name : z segall
Stakeholder Comments/Issues :

Dear Sir or Madam

I'm writing to voice my opposition to the railroad re-routing through pristine conservation, farm land and Tribal land. In my opinion, what will be lost(a valuable aquifer, wildlife habitat, sacred tribal land, peoples homes) is not justified by what will be saved, forty -five minutes by rail on a trip from New York to Boston. The proposed area will never recover from such a devastating project…It's not a question of not in my backyard, it's a question of not in OUR back yard….The loss of this environment would be a loss to all of us.

Sincerely,
Richard Z. Segall
[redacted]
Charlestown, RI
And
[redacted]
Providence, RI
02906

NEC FEIS Comments - RECORD #563 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Joyce
Last Name : Hancock
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Joyce and Jim Hancock, Old Lyme

Sent from my iPhone

NEC FEIS Comments - RECORD #564 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Ginni
Last Name : and Rich
Stakeholder Comments/Issues :

To whom this may concern,The proposed Amtrak bypass through my neighborhood is a horrifying concept and I cannot state strongly enough my opposition to this. I can't even comprehend what this would do to our property values and quality of life for the residence of this neighborhood. I can imagine that this would bring a nice bump in coastline property values but at the expense of residence of High Ridge, and a very popular golf course. Please drop this very bad plan!Virginia Ursin & Rich Whittington

NEC FEIS Comments - RECORD #565 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Ian
Last Name : White
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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Sincerely,
Ian White
Old Lyme CT

NEC FEIS Comments - RECORD #566 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Candice
Last Name : LaConti
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Candice LaConti
Old Lyme, CT

Sent from my iPhone

NEC FEIS Comments - RECORD #567 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Bill
Last Name : Cheeseman
Stakeholder Comments/Issues :

I am writing to you to urge you to oppose the Federal Railroad Administration's Northeast Corridor "Old Saybrook to Kenyon Bypass" and remove it from the Environmental Impact Statement Tier 1 document. There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone, the saved properties would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes.

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Although my wife and I live in Vermont, we have known the present owners of the Amos Green Farm for almost 50 years and have stayed at the farm many times. It is a natural resource for the State of Rhode Island, New England and the nation that should not be sacrificed to save a few minutes on a train ride.

--

Bill Cheeseman - [redacted]

NEC FEIS Comments - RECORD #568 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Because the proposed route for the Old Saybrook to Kenyon bypass has been published and is in the public domain, property values have dropped for the lands either developed or undeveloped along the proposed rail lines. Homes of people adversely affected will not be able to sell their houses at fair market value in the future, but most affected homeowners did not plan to sell. This plan is like the Sword of Damocles over their heads threatening to cause maximum economic damage in the future. Investors see this, but aside from this, the residents and local government entities would rather live a bucolic life.
Michael Chambers

NEC FEIS Comments - RECORD #569 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : william
Last Name : miller
Stakeholder Comments/Issues :

Sent from my iPhone

Begin forwarded message:

> From: william miller [redacted]
> Date: January 22, 2017 at 4:09:56 PM EST
> To: amtrak-comments@charlestownri.org
> Subject: Proposed track changes
>
> To whom it may concern:
>
> I am writing to voice my concern about the proposed changes to the rails going through Charlestown RI. I walked through the Carter Preserve today. It is a very beautiful area to hike for people in the area. I would like to recommend anyone in a position to make these rail changes to take a hike through the preserve. Anyone with an ounce of common sense and decency will see this is a ludicrous idea. Use the existing rails and please don't up end Charlestown's environment. I won't repeat all of the other reasons which I know have already been discussed. Take the challenge and take the hike. You will enjoy it I can assure you. We don't need to ruin more open space that is already at a premium so commuters can save ~15 minutes traveling between NY and Boston.
>
> Thank you for you time.
>
> Bill Miller
> Charlestown Resident
>
> Sent from my iPhone

NEC FEIS Comments - RECORD #570 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Daniela
Last Name : Johnson
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to strongly oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *January 8, 2017.*

It is clear that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Our whole way of life and the reason why our area is so loved and sought after by residents and tourists alike will be gone for ever, for the convenience of shortening a train ride by a few minutes. This is simply wrong.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Daniela Johnson

NEC FEIS Comments - RECORD #571 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Donald
Last Name : Stevens
Stakeholder Comments/Issues :

To whom it may concern:
I am writing to unequivocally oppose the proposed route of the new tracks through Charlestown, RI as it is presently planned. The proposed route cuts through a large swath of nature preserves and other farm and open space land preserved by permanent easements. It also will require the demolition of people's homes, including the near entirety of a local neighborhood.
This plan was completed without the knowledge of local residents, and was released days before Christmas. Frankly, the whole thing reeks. I will join my community in fully opposing the proposed changes. Although I do support a modern mass transit system, it should not result in the destruction of conserved natural spaces.

Sincerely,
Donald E. Stevens
Charlestown, RI

NEC FEIS Comments - RECORD #572 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : JAMES
Last Name : GRAHAM
Stakeholder Comments/Issues :

Am writing to support extension for comments until April 1, 2017 having only recently learned about the situation. Thank you. Maggie Stokes, Old Saybrook

NEC FEIS Comments - RECORD #573 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Andy
Last Name : Small
Stakeholder Comments/Issues :

I am writing to voice my concern in regards to the proposed AMTRAK Saybrook-Kenyon Northeast Corridor bypass.

I have been a rail fan my entire life and understand the importance of the NEC to the economy of Rhode Island and surrounding States. I also have a degree in engineering and several years of civil engineering experience, so I also have a basic understand concerning infrastructure and its environmental impact. And while myself and my family are users of the AMTRAK system, I am strongly opposed to proposed Saybrook-Kenyon Northeast Corridor bypass portion of the AMTRAK project due to the extreme environmental and quality of life damage it will directly cause to my community in Washington County, Rhode Island.

Several years ago, I can still remember dropping my parents off at the West Kingston Station in late October just as an Acela passed through. There were two huge wind vortices filled with leaves moving with, and in the wake of the Acela that pelted us with debris. Now imagine trains moving more than twice as fast, increase the number by six(6) fold and place this right through pristine wildlife management areas of Southern Rhode Island filled with unsuspecting wildlife and you have a very loud and extremely efficient (and non-discriminating) killing machine. Its plain physics that wildlife will be sucked into the trains and crushed or killed at a rather alarming rate with trains going through at 220mph. This doesn't even address the damage to our extremely important wetlands and tribal lands that has been proposed to cur right through. The noise will completely destroy the value of the area as a place to go to enjoy the outdoors thus destroying our economy. Lastly, this is being proposed at an extremely high cost all to save business people heading from New York to Boston a few minutes.

I have voiced this same concern to my local government, my congressional representative and two senators.

Sincerely,
Andrew Small
[redacted]
Westerly, RI 02891

[redacted]

NEC FEIS Comments - RECORD #574 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Mary
Last Name : Walsh
Stakeholder Comments/Issues :

To whom it may concern,

I am a South County resident. I am also a proud land trust supporter. There is a very specific reason that both my family and my Charlestown parents have chosen to settle in this area. Quite simply, it is NATURE.

This region of Rhode Island is filled with undeveloped and carefully stewarded vistas. We live without many conveniences voluntarily in hopes of keeping our beautiful scenic heritage intact. We are also strong environmentalists who care about The land that we may not even use or see. Simply knowing it's there and part of the natural world is its asset. We invest our time and money to keep it clean, protect its water sources, protect the native animal inhabitants, as well as reserve this land for future generations to enjoy.

I am of the belief that if one is to develop and destroy the natural state of the land, it ought to serve the needs of its people directly. This project does not benefit Charlestown residents, it's neighbors, or even the state of Rhode Island. It benefits Massachusetts and New York. South County inhabitants should not lose their pristine habitat to very insignificantly benefit non-Rhode Islanders.

Please do not consider destroying our way of life especially when it does not benefit us in any way. We will love respect and steward the undeveloped land and derive way more happiness and quality of life.

Thank you,

The Walsh Family
[redacted]
South Kingstown, RI 02879

Sent from my iPhone

NEC FEIS Comments - RECORD #575 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Andrea/fred
Last Name : Fenton
Stakeholder Comments/Issues :

Andrea Fenton
[redacted]

> Begin forwarded message:
>
> From: Mary Seidner <[redacted]
> Subject: Fwd: Contact the FRA before time runs out
> Date: January 19, 2017 at 8:23:57 AM EST
> To: Leslie Massa [redacted]>, Kate Phelan [redacted], Sue <[redacted] Suzanne Jette [redacted], Marianne DeBruyn [redacted]>, MARILYN ABRAHAMSSON [redacted]>, JULIE OBRIEN [redacted]>, jeobittersweet[redacted], adeselding[redacted], claudiacondon[redacted], lynn.fairfieldsonn[redacted], tkaye[redacted], DENISE GOUCHER [redacted] saintgo[redacted], pprzybysz[redacted], alison_baasp[redacted], Mike Smith [redacted], Cheryl Poirier [redacted]>, Jennifer Harvill [redacted], Andrea Fenton [redacted]>, Phyllis Ross [redacted]>, Melissa Joy [redacted]>, marie.r.abraham[redacted], ricknbeth[redacted] meagroth[redacted] gilbertboro[redacted], kbalocca[redacted], dianebrown31[redacted], bkramm[redacted] cgfeinberg[redacted], maddyo53[redacted] MHaymann[redacted], ressler[redacted], marylouise.rice[redacted], slaurencot50[redacted], maddycat[redacted], kanemc[redacted] dalitasa[redacted], Jean Wilczynski [redacted]
>
> If you haven't contacted the FRA yet about the train bypass which could decimate Old Lyme please do so asap. It's super easy just click the link below. Please share with your lists, family, neighbors etc
> Mary
>>
>> From: Community Connections [mailto:lolcommunityconnections=gmail.com@mail68.atl11.rsgsv.net <mailto:lolcommunityconnections=gmail.com@mail68.atl11.rsgsv.net>] On Behalf Of Community Connections
>> Sent: Tuesday, January 17, 2017 12:03 PM
>> To: mseidner[redacted]
>> Subject: Contact the FRA before time runs out
>>
>> View this email in your browser <http://us14.campaign-archive2.com/?u=6901b7bcf3d17ae9078df4965&id=87516bdb94&e=22090ef9d2>
>>

>> Lyme-Old Lyme
>>
>> Community Connections
>>
>> Have you written to the Federal Railroad Administration to oppose the bypass?
>> We'll make it extra easy.
>> Just click here
<mailto:info@necfuture.com?subject=Opposition%20to%20NEC%20Future%2C%20and%20the%C2%A0Kenyon%20to%20Old%20Saybrook%20Bypass%2C%20without%20Informed%20Decision-making&body=NEC%20FUTURE%0AU.S.%20DOT%20Federal%20Railroad%20Administration%0AOne%20Bowling%20Green%2C%20Suite%20429%0ANew%20York%2C%20NY%2010004%0A%C2%A0%0ADear%20Sir%20or%20Madam%3A%0A%0AOn%20November%2015%2C%202015%2C%20the%20Federal%20Railroad%20Administration%20(FRA)%20presented%20Connecticut%20with%20a%20once-in-generation%20choice%20between%C2%A0three%20alternatives%20for%20modernizing%20rail%20travel%20across%20the%20state.%20As%20a%20blueprint%C2%A0for%C2%A0rail%20travel%2C%20transportation%20spending%20and%20regional%20development%2C%C2%A0planning%20and%20implementation%20of%20NEC%20Future%C2%A0will%20greatly%20and%20inevitably%20impact%20the%20public%20and%20the%20towns%20where%C2%A0we%20reside%20and%20serve%20in%20Southeastern%20Connecticut.%0A%0AUnfortunately%2C%20the%20evaluation%20of%20these%20alternatives%C2%A0was%20not%20accompanied%20by%20a%20level%20of%20detail%2C%20a%20quality%20of%20maps%2C%20or%20depth%20of%20public%20outreach%20which%20would%C2%A0afford%20the%20public%20or%20local%20government%20sufficient%C2%A0opportunity%20to%20evaluate%20the%20alternatives%2C%20and%C2%A0inform%20a%20reasoned%20final%20decision%20by%20the%20FRA.%0AThe%20public%E2%80%99s%C2%A0role%20as%20reasoned%20decision-makers%20is%20one%20protected%20by%20the%20courts%3B%20until%20we%20can%20fulfill%20that%20role%2C%20we%20respectfully%20oppose%20the%20Federal%20Railroad%20Administration%E2%80%99s%20attempt%20to%C2%A0preemptively%C2%A0select%20an%20alternative%20and%20move%C2%A0too%20quickly%20toward%20a%20final%C2%A0Record%20of%20Decision.%20Due-diligence%2C%C2%A0and%20effective%20public%20engagement%2C%20must%20precede%20the%20agency%E2%80%99s%C2%A0decision-making.%0A%0AFor%20southeastern%20Connecticut%2C%20plans%20for%20the%20Kenyon%20to%20Old%20Saybrook%20Bypass%2C%20a%20%2415%20billion-dollar%20infrastructure%20program%2C%C2%A0have%20proven%20controversial%2C%20as%20they%20have%20the%20potenti>.
>> Then just sign it and click send!
>> And PLEASE forward this message to your friends.
>> We can't do this without you!
>> Deadline to comment is January 31st
>>
>>
>> NEC FUTURE
>> U.S. DOT Federal Railroad Administration
>> One Bowling Green, Suite 429
>> New York, NY 10004

>>
>> Dear Sir or Madam:
>>
>> On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.
>>
>> Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
>> The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.
>>
>> For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.
>>
>> Sincerely,
>> (Name, Town)
>>
>>
>> For more information about the train issue, visit www.lymeline.com <http://www.lymeline.com/>
>>
>>
>> Community Connections
>> a network of organizations serving Lyme and
>> Old Lyme to share and explore ways to work together.
>>
>> Join us at our next luncheon on January 25th
>> Topic: "High Speed Railroad in Old Lyme"
>> Guest Speaker: Gregory Stroud, SECoast
>>
>> www.lolcommunityconnections.org <http://www.lolcommunityconnections.org/>
>>
>>
>> Want to change how you receive these emails?
>> You can update your preferences <http://lolcommunityconnections.us14.list-manage2.com/profile?u=6901b7bcf3d17ae9078df4965&id=1c4356b7a4&e=22090ef9d2> or unsubscribe from

this list <http://lolcommunityconnections.us14.list-manage.com/unsubscribe?u=6901b7bcf3d17ae9078df4965&id=1c4356b7a4&e=22090ef9d2&c=87516bdb94>
>>
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>> This email was sent to [redacted]
>> why did I get this? <http://lolcommunityconnections.us14.list-manage2.com/about?u=6901b7bcf3d17ae9078df4965&id=1c4356b7a4&e=22090ef9d2&c=87516bdb94>
unsubscribe from this list <http://lolcommunityconnections.us14.list-manage.com/unsubscribe?u=6901b7bcf3d17ae9078df4965&id=1c4356b7a4&e=22090ef9d2&c=87516bdb94>
update subscription preferences <http://lolcommunityconnections.us14.list-manage2.com/profile?u=6901b7bcf3d17ae9078df4965&id=1c4356b7a4&e=22090ef9d2>
>> Community Connections · PO Box 589 · Old Lyme, Ct 06371 · USA
>>
>> <http://www.mailchimp.com/monkey-rewards/?utm_source=freemium_newsletter&utm_medium=email&utm_campaign=monkey_rewards&aid=6901b7bcf3d17ae9078df4965&afl=1>

NEC FEIS Comments - RECORD #576 DETAIL

Status : [redacted]
Record Date : 1/22/2017
First Name : Andrea/fred
Last Name : Fenton
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potenti

Andrea Fenton
[redacted]

NEC FEIS Comments - RECORD #577 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Virginia
Last Name : Lee
Stakeholder Comments/Issues :

Excellent!

Sent from my iPhone

On Jan 23, 2017, at 1:24 AM, "nrowe@primate.org<mailto:nrowe@primate.org>" <nrowe@primate.org<mailto:nrowe@primate.org>> wrote:

Please see letter attached or copied below

CHARLESTOWN AGRICULTURAL PRESERVATION COMMISSION

January 18th, 2017

To Whom it May Concern,
At the January 18th meeting of the Charlestown Agricultural Preservation Commission. all of the members oppose the proposed Federal Railway Administration NEC "Old Saybrook to Kenyon Bypass" which would destroy several farms and open space lands, which are supposedly protected in perpetuity. Those at risk are the Amos Green Farm and Stoney Hill Farm and the Carter Preserve.
We support with the Town Council's resolution that was passed January 10, 2017 to oppose this plan.
Sincerely,
Noel Rowe
Chairman of the Charlestown Agricultural Preservation Commission on behalf of Susan Barrett, Vice Chair; John Barrett, Secretary; and Mike Merner
Best regards, Noel
Noel Rowe
Shannock Organic Farm
1411 Shannock Rd.
Charlestown, RI 02813
401 364 7140 fax 401 364 6785
nrowe@primate.org<mailto:nrowe@primate.org>
www.primate.org<http://www.primate.org> for PCI

<letter opposing Amtrak bypass CAPC.doc>

NEC FEIS Comments - RECORD #578 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : David
Last Name : Pelino
Stakeholder Comments/Issues :

Please consider the inland New Haven-Hartford-Springfield-Worcester-Boston route as the preferred high speed Acela route.

Not only does this route contain a greater number of sizable cities than the existing coastal New Haven-Providence-Boston route, but it is better protected from coastal storms, has fewer logistical issues regarding bridges and waterways and will likely meet with less resistance from local communities regarding construction and upgrades.

thank you, David Pelino

Sent from Outlook<http://aka.ms/weboutlook>

NEC FEIS Comments - RECORD #579 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Please see letter attached or copied below

CHARLESTOWN AGRICULTURAL PRESERVATION COMMISSION January 18th, 2017 To Whom it May Concern,At the January 18th meeting of the Charlestown Agricultural Preservation Commission. all of the members oppose the proposed Federal Railway Administration NEC "Old Saybrook to Kenyon Bypass" which would destroy several farms and open space lands, which are supposedly protected in perpetuity. Those at risk are the Amos Green Farm and Stoney Hill Farm and the Carter Preserve. We support with the Town Council's resolution that was passed January 10, 2017 to oppose this plan.Sincerely,
Noel Rowe Chairman of the Charlestown Agricultural Preservation Commission on behalf of Susan Barrett, Vice Chair; John Barrett, Secretary; and Mike MernerBest regards, Noel
Noel Rowe
Shannock Organic Farm
1411 Shannock Rd.
Charlestown, RI 02813
401 364 7140 fax 401 364 6785
nrowe@primate.org
www.primate.org for PCI

CHARLESTOWN AGRICULTURAL PRESERVATION COMMISSION

January 18th, 2017

info@necfuture.com; Christopher_Albert@reed.senate.gov; Karen_Bradbury@whitehouse.senate.gov; Seth.Klaiman@mail.house.gov; Helen.Manning@governor.ri.gov; Amtrak-Comments@charlestownri.org; virginia.lee@charlestownri.org; julie.carroccia@charlestownri.org; denise.rhodes@charlestownri.org; bonnie.vanslyke@charlestownri.org; steven.williams@charlestownri.org

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Sincerely,

Noel Rowe

Chairman of the Charlestown Agricultural Preservation Commission on behalf of Susan Barrett, Vice Chair; John Barrett, Secretary; and Mike Merner

NEC FEIS Comments - RECORD #580 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Marie
Last Name : Abraham
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

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Marie Abraham
Old Lyme, CT

NEC FEIS Comments - RECORD #581 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Kirsten
Last Name : Pennie
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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Sincerely,
KG and WD Pennie, Old Lyme

NEC FEIS Comments - RECORD #582 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Cindy
Last Name : Fackler
Stakeholder Comments/Issues :

Please consider our comments.

Cynthia & Rex Fackler

January 22, 2017

To: U.S. DOT-Federal Railroad Administration

My husband and I would like to express our vehement opposition to the proposed rail bypass plan. The impact of this plan would affect not only the environment, but also the quality of life of countless people living in the areas affected. Surely the speed of these trains, travelling in excess of 200 miles per hour, would also adversely affect wildlife in surrounding areas. We live near the Grills Nature Preserve, and we would hate to see the beauty and serenity of areas such as this destroyed. The negative impacts of this plan, in our opinion, far outweigh any potential time-saving benefit for commuters.

We were also dismayed to hear of the proposal to permanently close the Westerly, RI train station. It was already a concern that the station would no longer have a stationmaster, since we had found him to be very helpful when we took the train to Boston for the first time. Westerly has recently opened an educational training center just behind the train station. It seems very short sighted to restrict access to train service when the need should be increasing, with an influx of new students, in addition to tourists and local residents.

We urge you to reconsider your support for this plan and instead focus on upgrading and maintaining our existing stations and railroad tracks.

Thank you.

Cynthia & Rex Fackler

[redacted]

[redacted]

Bradford, RI 02808

NEC FEIS Comments - RECORD #583 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Chantal
Last Name : Curtis
Stakeholder Comments/Issues :

1/23/2017

I wish to express my disapproval of the Kenyon to Old Saybrook bypass. I am a frequent traveler using a combination of Shoreline East/Metro North and Amtrak. Monies would be better spent improving condition of the trains themselves and some of the train stations rather than disrupting environment and lives of many with a whole new line.

Chantal Curtis

Sent from my iPad

NEC FEIS Comments - RECORD #584 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Don’t run the bypass thru the center of the Carter Preserve, a Nature Conservancy land. I have been hiking and enjoying ths areas for many years. But being almost 80 years old my days are numbered for this kind of activity. I don’t want this pristine area numbered for younger people also.

Harvey Kaplin

NEC FEIS Comments - RECORD #585 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Janet
Last Name : MacKay
Stakeholder Comments/Issues :

An open letter to decision makers in Rhode Island:

On January 18, 2017, I learned of the proposal to include the Old Saybrook to Kenyon ByPass in FRA NEC future planning; I urge you to oppose this proposal and remove it from the EIS Tier 1 document.

As a native Rhode Islander I am concerned about the effect this proposal would have a detrimental effect on unique, historic and environmentally important sections of southwestern Rhode Island including Narragansett Tribal lands, the Carter Preserve, the Amos Green farm and countless public and private properties.

It seems to me that creative research and dialogue could result in coming up with better alternative routes incorporating the existing RR route or the Route 95 corridor. Please consider maintaining quality of life in Charlestown, Westerly and all areas affected by this proposal by removing the ByPass from the EIS Tier 1 document. This region... and future generations... deserve to have the same full enjoyment and benefits that have been enjoyed by past and present inhabitants and appreciators of this tiny, but extraordinary state!

With thanks for your consideration,
Janet C MacKay

NEC FEIS Comments - RECORD #586 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Susan
Last Name : Parker
Stakeholder Comments/Issues :

Kill Old Saybrook bypass.. it will be a disaster to the area. Just improve what,is already in place. S.E.Parker, Madison

Sent from my Verizon, Samsung Galaxy smartphone

NEC FEIS Comments - RECORD #587 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Patricia
Last Name : Dranoff
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Patricia Dranoff
[redacted]
Sudbury MA 01776

NEC FEIS Comments - RECORD #588 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Patricia
Last Name : Dranoff
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Patricia Dranoff
[redacted]
Sudbury MA 01776

NEC FEIS Comments - RECORD #589 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea,

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

• There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which would be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut be determined in the future based on appropriate research and state governmental and public input.
• The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
• The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow impacted citizens to provide input.
• The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. In the 1990's, the world's leading conservation organization, The Nature Conservancy, included the Connecticut River tidelands on its list as one of the Western Hemisphere's 40 "Last Great Places." Clearly, the FEIS does not sufficiently characterize the importance of Connecticut's most important and defining natural feature.
• Lastly, if implemented, either of the above proposals would permanently scar and cause great disruption to the Connecticut shoreline communities it passes through. A high price to pay, literally and figuratively, for a service that purports to simply shave 30 minutes off a New York to Boston commute.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Roger Hurley
[redacted]
Old Lyme, CT 06371

Sent from Mail for Windows 10

NEC FEIS Comments - RECORD #590 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Karen
Last Name : Jarret
Stakeholder Comments/Issues :

nrowe@primate.org, jpb <jpb[redacted], File clerk <
fileclerk@charlestownri.org>

Please see letter attached or copied below

CHARLESTOWN AGRICULTURAL PRESERVATION COMMISSION

January 18th, 2017

To Whom it May Concern,
At the January 18th meeting of the Charlestown Agricultural Preservation Commission. all of the members oppose the proposed Federal Railway Administration NEC "Old Saybrook to Kenyon Bypass" which would destroy several farms and open space lands, which are supposedly protected in perpetuity. Those at risk are the Amos Green Farm and Stoney Hill Farm and the Carter Preserve.
We support with the Town Council's resolution that was passed January 10, 2017 to oppose this plan.
Sincerely,
Noel Rowe
Chairman of the Charlestown Agricultural Preservation Commission on behalf of Susan Barrett, Vice Chair; John Barrett, Secretary; and Mike Merner
Best regards, Noel
Noel Rowe
Shannock Organic Farm
1411 Shannock Rd.
Charlestown, RI 02813
401 364 7140 <(401)%20364-7140> fax 401 364 6785 <(401)%20364-6785>
nrowe@primate.org
www.primate.org for PCI

CHARLESTOWN AGRICULTURAL PRESERVATION COMMISSION

January 18th, 2017

info@necfuture.com; Christopher_Albert@reed.senate.gov; Karen_Bradbury@whitehouse.senate.gov; Seth.Klaiman@mail.house.gov; Helen.Manning@governor.ri.gov; Amtrak-Comments@charlestownri.org; virginia.lee@charlestownri.org; julie.carroccia@charlestownri.org; denise.rhodes@charlestownri.org; bonnie.vanslyke@charlestownri.org; steven.williams@charlestownri.org

To Whom it May Concern,

At the January 18th meeting of the Charlestown Agricultural Preservation Commission. all of the members oppose the proposed Federal Railway Administration NEC "Old Saybrook to Kenyon Bypass" which would destroy several farms and open space lands, which are supposedly protected in perpetuity. Those at risk are the Amos Green Farm and Stoney Hill Farm and the Carter Preserve.

We support with the Town Council's resolution that was passed January 10, 2017 to oppose this plan.

Sincerely,

Noel Rowe

Chairman of the Charlestown Agricultural Preservation Commission on behalf of Susan Barrett, Vice Chair; John Barrett, Secretary; and Mike Merner

NEC FEIS Comments - RECORD #591 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name :
Last Name : Jane
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in the final EIS for NEC Future. I am a resident of Madison, CT and a Vice President of the Board of Trustees of the Florence Griswold Museum in Old Lyme, CT, and have deep concern about the prospect of a high-speed rail corridor to come through the historic center of Old Lyme.

I trust that you have read the letter of January 10, 2017 written to Ms. Rebecca Reyes-Alicia by Ted Hamilton, President of the Board of Trustees and Jeff Andersen, Director of the Florence Griswold Museum, which articulates more eloquently that I could write why this must not happen.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Jane H. Rapport
[redacted]
Madison, CT 06443

NEC FEIS Comments - RECORD #592 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Carol
Last Name : Budnik
Stakeholder Comments/Issues :

To Whom It May Concern:

My husband and I first learned of the NEC project in December along with our other neighbors. We share the same sentiments as a number of those who have cared to share:

1) This is our home and has been for nearly 30 years. We are both retired now and have worked through the years to make this our "retirement home."

2) If we or loved ones tried to sell it at some point, the fact the train is "in our backyard" would cause the value of our property to drop.

3) Promised land for the purpose of conservation would be destroyed by a train traveling through it defeating the intent of the gift. Others who had planned to donate land as well, would no longer do so because of a loss of TRUST in the government's word as to how their land would be preserved in perpetuity.

4) Wildlife and their habitats would be destroyed.

5) Why are we spending money we do not have and putting ourselves in more fiscal debt.

6) Is speed of that rate safe so close to homes, families, and pets?

7) Is closing the Mystic and Westerly stations worth this?

7) Is saving less than an hour's travel time worth all of this???

Carol and Bill Budnik
[redacted]

Waletzko, LeAnn

From: Anderson, Susan
Sent: Monday, January 23, 2017 1:00 PM
To: Waletzko, LeAnn
Subject: FW: Richmond RI Resolution Opposing Old Saybrook - Kenyon Bypass
Attachments: Hopk reso cover letter 1-18-17.pdf; Hopk FRA Reso.pdf

Susan Anderson, AICP
Associate Vice President
Environmental Manager

[redacted]

From: Reyes-Alicea, Rebecca (FRA) [mailto:Rebecca.Reyesalicea@dot.gov]
Sent: Monday, January 23, 2017 2:48 PM
To: Carol, David; Siegel, Ruby; Anderson, Susan; Lebeaux, Pamela
Cc: Blatnica, Rebecca (VOLPE); Castelli, Amishi (FRA)
Subject: FW: Richmond RI Resolution Opposing Old Saybrook - Kenyon Bypass

Sent with Good (www.good.com)

From: Mark Stankiewicz <mstankiewicz@charlestownri.org>
Sent: Monday, January 23, 2017 2:42:03 PM
Subject: Richmond RI Resolution Opposing Old Saybrook - Kenyon Bypass

To all:

For your files. Richmond RI resolution & cover letter in opposition to the Old Saybrook – Kenyon Bypass.

Sincerely,
Mark Stankiewicz
Town Administrator
4540 South County Trail
Charlestown, RI 02813
Tel 401-364-1210
Fax 401-364-1238

Town Clerk's Office
TOWN HOUSE ROAD, HOPKINTON, R. I. 02833

received
1 23 17 AEW

January 18, 2017

Charlestown Town Council
4540 South County Trail
Charlestown, RI 02813

In re: Resolution Opposing the Preferred Alternative of the Northeast Corridor FUTURE, Washington, DC to Boston, MA Tier 1 Final EIS

Honorable Councilors,

Enclosed please find the Resolution approved by the Hopkinton Town Council during their regularly scheduled meeting on January 17, 2017 relative to the Federal Railroad Administration's preferred alternative route.

If you have any questions, please contact me at 377-7777. Thank you.

Sincerely,

Elizabeth J. Cook-Martin
Town Clerk

Enclosure

TOWN OF HOPKINTON, RI
RESOLUTION

A RESOLUTION IN OPPOSITION TO THE FEDERAL RAILROAD ADMINISTRATION PREFERRED ALTERNATIVE FOR THE FUTURE NORTHEAST CORRIDOR - WASHINGTON, DC TO BOSTON, MA RAIL LINE

WHEREAS, the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS, the proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS, through lack of specific outreach on the part of the Federal Railroad Administration, the affected Towns, the citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown and Westerly, and as a result there were no comments received from the Towns during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS, the review and outreach that the Town of Charlestown, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS, the scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe
4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS, the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a period of time which the Town considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS, the impacted Towns will bear a significant burden due to loss of areas of environmental, historic, agricultural and social importance without commensurate benefits to those communities as a whole; and

WHEREAS, the Town Council of the Town of Charlestown has invited the neighboring Towns in Washington Council to consider a resolution supporting Charlestown's position.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Hopkinton hereby opposes a change to the railroad alignment and authorizes this resolution be sent to the Federal Railroad Administration, to Rhode Island Governor Gina Raimondo, to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse, Congressman James Langevin and our local delegation showing the Town's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way.

Adopted: January 17, 2017

ATTEST: Elizabeth J. Cook-Martin
Elizabeth J. Cook-Martin
Town Clerk

NEC FEIS Comments - RECORD #593 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Suzanne
Last Name : Gaskell
Stakeholder Comments/Issues :

Dear Federal Railroad Administration

Re: The Old Saybrook to Kenyon Bypass Proposal

As a taxpayer and long time resident of Lyme and I'm deeply concerned and opposed to the plan to re-route the existing rail tracks as presently proposed. The devastation that would be wrought, particularly in the area of Old Lyme, CT is unthinkable. Historic, cultural and environmental habitats are irreplaceable, not to mention the destruction of the many private dwellings in the train's path. The proposed savings of time and or convenience do not justify this ill-informed plan.

Old Lyme is one of the oldest and most historic towns in the state. It was also home to the American Impressionist and was the largest Artist Colony in the United States. The proposed bypass would run through the center of the small, historic village of Old Lyme devastating the landscapes that impressionist flocked here to paint. The nationally renowned Lyme Academy would fall victim to the rails too.

I implore you to reconsider the location and scope of this project. Let's put our children's interest forefront:

PLEASE DO NOT DESTROY THIS IMPORTANT, HISTORIC TOWN!

PRESERVE OUR UNIQUE CULTURAL HERITAGE

SAVE THE MARSHLANDS - ANIMAL AND BIRD HABITAT

I could not be more dismayed by this proposal.

Thank you for your consideration.

Suzanne Gaskell
[redacted]
Lyme, CT 06371

NEC FEIS Comments - RECORD #594 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : The
Last Name : Ehrhardts
Stakeholder Comments/Issues :

Here are brief comments on the plan.

1. New trans-Hudson tunnels: IMHO this is the most-critical part of the plan and must start as soon as possible. Every day of each year, the ancient and inadequate existing tunnels harm the economies of New York and New Jersey. The sudden closure of one of those tunnels would wreak havoc on commuters and on long-distance Amtrak passengers, by reducing trans-Hudson throughput by 75%. It is inexcusable that this risk has not been addressed. The FRA deserves credit for including this project in the plan.

2. The new route alignment from Old Saybrook to Kenyon is a clear opportunity to abandon a century-old alignment totally unsuited to higher-speed trains. Although the new alignment will not allow speeds comparable to those on thousands of miles of track in Europe and Asia, it will make a significant improvement in Boston-NYC travel time. The FRA seems to have made a conscientious effort to mitigate the effect of this new route on affected communities, including sections of very expensive tunneling. The EIS is far too voluminous to determine whether the plan includes decommissioning the existing right-of-way, but that should be part of the plan and would represent a renewal opportunity in the region.

Sincerely,
Fred Ehrhardt
Lynnfield, MA

-------- Forwarded Message --------

Subject:

The comment period for the Tier 1 Draft EIS is closed.
If you have a general question for

Date:
Mon, 23 Jan 2017 12:07:21 -0700

From:
comment@necfuture.com <comment@necfuture.com>

Reply-To:

comment@necfuture.com

To:
[redacted]

The comment period for the Tier 1 Draft EIS is closed. If you have a general question for the NEC FUTURE team, or would like to provide feedback on the Tier 1 Final EIS during the 30-Day Waiting Period that ends January 31, 2017, please write to us at info@necfuture.com. We appreciate your interest in NEC FUTURE.

This email has been checked for viruses by Avast antivirus software.

www.avast.com

NEC FEIS Comments - RECORD #595 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Kaetlin
Last Name : Kolar
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
(Kaetlin Kolar, Old Lyme)

NEC FEIS Comments - RECORD #596 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Lori
Last Name : Kolar
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

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Sincerely,
Lori D. Kolar, Old Lyme

NEC FEIS Comments - RECORD #597 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Linda
Last Name : Heines
Stakeholder Comments/Issues :

Gentlemen:
I am highly upset with the FRA's plan to relocate the train tracks through my property, my neighbors' property, and through my town in general. My parents bought this property more that 50 years ago (1965). Farming is my way of life and I never want that to change. I currently have 4 generations of my family on this farm. If the FRA runs the tracks through my property, I will not have access to my house. This would break up my family that I so dearly love!!! My farm is sustainable. I also have wetlands and green space that support wildlife. My neighbor's farm supplies food to local restaurants and markets.
The town of Charlestown would be hurt significantly by this project as it would be devastating to farms, wildlife preserves, wetlands, green space, and our tourist attractions. It also impacts on the Narragansett tribal lands and the former site of United Nuclear.
PLEASE do not allow this proposal to proceed.
Sincerely,
Linda and Hope Heines

NEC FEIS Comments - RECORD #598 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Tom
Last Name : Gentz
Stakeholder Comments/Issues :

To Whom It May Concern:
The Charlestown, RI police used radar guns to check the speeds of the Acela and Regional passenger trains on the existing Right-of-Way, which are attached.
It is recognized that a train entering a tunnel must reduce its speed to less than 100 miles per hour, or the train windows will implode, therefore on this fact alone, no speed can be increased through the Town of Charlestown, RI and under the Connecticut River and Old Lyme, CT.
I respectfully request that you remove the Old Saybrook, CT to Kenyon, RI Bypass from the Tier 1 EIS.
Sincerely,
Tom Gentz
Former Charlestown Town Council President
From: Mark Stankiewicz
Sent: Monday, January 23, 2017 2:34 PM
To: Town Councilors
Subject: Amtrak Train Speeds

To all:

FYI. Radar logs for Amtrak Trains.

Sincerely,

Mark Stankiewicz

Town Administrator
Attachments : train.pdf (13 kb)

F-0569 Gentz_Tom

For Date: 01/23/2017 - Monday

Call Number	Time	Call Reason	Action	Duplicate
17-759	**0956**	**Initiated - TRAFFIC CONTROL**	**Investigated**	

Call Taker: KDR01 - Patrolman Kevin D Ryan
Call Closed By: KLA01 - Dispatcher Kimberly L Anderson 01/23/2017 1123
Location: TRAIN POLE 153/8
Initiated By: KDR01 - Patrolman Kevin D Ryan
ID: KDR01 - Patrolman Kevin D Ryan
Arvd-10:02:35 Clrd-11:17:04
Cleared By: KLA01 - Dispatcher Kimberly L Anderson
Narrative: **01/23/2017 1003 Patrolman Kevin D Ryan**
Radar train pole 153/8. Richmond Post Office.

Narrative: **01/23/2017 1008 Patrolman Kevin D Ryan**
Modified By: **01/23/2017 1224 Patrolman Kevin D Ryan**
1009 hours: 102mph. Etrain Westbound.
1041 hours: 87mph. Commuter Westbound.
1050 hours: 95mph. Commuter Eastbound.
1204 hours: 97mph. Etrain Westbound.
1229 hours: 89mph. Commuter Westbound.

NEC FEIS Comments - RECORD #599 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Russ
Last Name : Ricci
Stakeholder Comments/Issues :

Senator Reed, Senator Whitehouse, Rep Langevin and Governor Raimondo, as a citizen of and voter in RI, I request of my elected officials that you jointly demand that the FRA drop the Old Saybrook to Kenyon bypass proposal from the Tier 1 plan.

There are many reasons that should alone cause the end to this idea....to mention a few the invasion of Native American land kills the proposal, the ROI is nearly non existent (the proposal would trade existing curves which could be upgraded for new expensive tunnels and/or trenches which still require a slow down and hence net save no significant time) and we would disturb the wet lands and aquifer in the Westerly area where residential and high water using businesses (e;g; The Ocean House) buy town water, and a degradation of the aquifer would be a disaster.

An attempt by the FRA to take over these exquisite conservation areas would trigger litigation. To protect and defend the in perpetuity conservation land the Trustee in many instances being the State of RI DEM (the trustee) would be fighting the FRA against the proposed Federal take over.

The bypass must actually be pulled out and your letter of support must insist on this. A deferral to Tier 2 does not protect landowners from banks, buyers and sellers seeing future FRA action as possible and creating a cloud over their homes and titles for 20 to 40 years!

Finally, technology 10 to 30 years in the future will be significantly different, more flexible, and lower cost. Current rights of way will be likely employed, conservation land and farms will not be destroyed and private and public development and investment funds wiil go to to new technology, areas in which Rhode Island should be partnering and investing.

The future is technology, not tunnels.

Russell J Ricci, MD
[redacted]

Carla W Ricci
[redacted]

NEC FEIS Comments - RECORD #600 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : Meghan
Last Name : Connor
Stakeholder Comments/Issues :

I would like to voice my opposition to the proposed new rail route that will significantly affect the everyday lives of southern RI residents.
Thanks,
Meghan Connor
Westerly, RI

Sent from my iPhone

NEC FEIS Comments - RECORD #601 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : The
Last Name : Ehrhardts
Stakeholder Comments/Issues :

Here are brief comments on the plan.

1. New trans-Hudson tunnels: IMHO this is the most-critical part of the plan and must start as soon as possible. Every day of each year, the ancient and inadequate existing tunnels harm the economies of New York and New Jersey. The sudden closure of one of those tunnels would wreak havoc on commuters and on long-distance Amtrak passengers, by reducing trans-Hudson throughput by 75%. It is inexcusable that this risk has not been addressed. The FRA deserves credit for including this project in the plan.

2. The new route alignment from Old Saybrook to Kenyon is a clear opportunity to abandon a century-old alignment totally unsuited to higher-speed trains. Although the new alignment will not allow speeds comparable to those on thousands of miles of track in Europe and Asia, it will make a significant improvement in Boston-NYC travel time. The FRA seems to have made a conscientious effort to mitigate the effect of this new route on affected communities, including sections of very expensive tunneling. The EIS is far too voluminous to determine whether the plan includes decommissioning the existing right-of-way, but that should be part of the plan and would represent a renewal opportunity in the region.

Sincerely,
Fred Ehrhardt
Lynnfield, MA

This email has been checked for viruses by Avast antivirus software.

www.avast.com

NEC FEIS Comments - RECORD #602 DETAIL

Status : [redacted]
Record Date : 1/23/2017
First Name : The
Last Name : Ehrhardts
Stakeholder Comments/Issues :

If you really wanted comments about this plan, you would not completely hide that on the website. Does seem either incompetent or deliberately secretive.
Fred Ehrhardt

This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

NEC FEIS Comments - RECORD #603 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : ELAINE
Last Name : NELSON
Stakeholder Comments/Issues :

To who it may concern: My husband and I lived in Charlestown near the railroad tracks. We have lived hear for about 35 years. We do not want to move .We are in our retirement home, one level and can't do stairs easily. We are sixty-six and sixty-eight We are paying on a home improvement loan. We both have medical issues .This home is our American Dream. We are too old to start over.

Robert and

Elaine Nelson R.I.

NEC FEIS Comments - RECORD #604 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potenti

Melissa Joy
Old Lyme
Sent from my iPad

NEC FEIS Comments - RECORD #605 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Dagny
Last Name : St.John
Stakeholder Comments/Issues :

>
>
> Re: Drop the Bypass
>

> I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook
> to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are
> other alternatives to this route that would achieve the same goals without
> destroying many important properties. In Charlestown, RI, alone that
> would include the Narragansett Tribal lands, the Carter Preserve, the
> Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights
> and many private homes..
>
> Better alternative routes include working with the existing RR route or
> the Rte 95 highway, and embracing the choices that technology will bring us
> in the future.
>
> Remove the bypass in the EIS Tier 1 document and keep a shadow from
> falling over the lives and property values of this region for a generation
> to come.
>

Thank you...

Dagny Sat.John

Dagny St. John
Medical Intuitive and Energy Healer
[redacted]
Woolwich, Maine 04579
[redacted]

NEC FEIS Comments - RECORD #606 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: ___Gerald O'Dell_____
Address: __[redacted]
Town, State, Zip: ___Old Lyme, CT 06371_____
Email address: ____[redacted]_____
Date: __January 23, 2017_____

NEC FEIS Comments - RECORD #607 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Alexis
Last Name : Kolar
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Alexis Kolar, Old Lyme

Sent from my iPhone

NEC FEIS Comments - RECORD #608 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Dawn O'Dell
Address: _[redacted]_____
Town, State, Zip: _Old Lyme, CT 06371_____
Email address: __[redacted]_____
Date: ___January 23, 2017_____

NEC FEIS Comments - RECORD #609 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : ELAINE
Last Name : NELSON
Stakeholder Comments/Issues :

From: ELAINE NELSON <[redacted]
Sent: Tuesday, January 24, 2017 6:43 AM
To: Comment@NECFuture.com
Subject: RailRoad

To who it may concern: My husband and I lived in Charlestown near the railroad tracks. We have lived hear for about 35 years. We do not want to move .We are in our retirement home, one level and can't do stairs easily. We are sixty-six and sixty-eight We are paying on a home improvement loan. We both have medical issues .This home is our American Dream. We are too old to start over.

Robert and

Elaine Nelson R.I.

NEC FEIS Comments - RECORD #610 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : JOHN
Last Name : GASKELL
Stakeholder Comments/Issues :

Dear

Re: The Old Saybrook to Kenyon Bypass Proposal

As a taxpayer and long time resident of Lyme and I'm deeply concerned and opposed to the plan to re-route the existing rail tracks as presently proposed. The devastation that would be wrought, particularly in the area of Old Lyme, CT is unthinkable. Historic, cultural and environmental habitats are irreplaceable, not to mention the destruction of the many private dwellings in the train's path. The proposed savings of time and or convenience do not justify this ill-informed plan.

Old Lyme is one of the oldest and most historic towns in the state. It was also home to the American Impressionist and was the largest Artist Colony in the United States. The proposed bypass would run through the center of the small, historic village of Old Lyme devastating the landscapes that impressionist flocked here to paint. The nationally renowned Lyme Academy would fall victim to the rails too.

I implore you to reconsider the location and scope of this project. Let's put our children's interest forefront:

PLEASE DO NOT DESTROY THIS IMPORTANT, HISTORIC TOWN!

PRESERVE OUR UNIQUE CULTURAL HERITAGE

SAVE THE MARSHLANDS - ANIMAL AND BIRD HABITAT

I could not be more dismayed by this proposal.

Thank you for your consideration.

Suzanne Gaskell

[redacted]

Lyme, CT 06371

NEC FEIS Comments - RECORD #613 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Joanne
Last Name : DiCamillo
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Please extend the January 31, 2017 deadline.

Sincerely,

Joanne DiCamillo
Old Lyme, CT

NEC FEIS Comments - RECORD #614 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Susan
Last Name : Fuller
Stakeholder Comments/Issues :

Please kill this very bad idea NOW. I support high speed rail but not at this cost. By cost I mean the loss of woodlands (approximately 1800 currently preserved in perpetuity), historic farms, wetlands, aquifers and well fields, tribal lands and the list goes on and on.

I am asking that you keep the high speed rail within the current right of way. Current trains are coming through Charlestown, Rhode Island, at 110mph. To go through the proposed tunnels, they'd have to slow to 80-90mph. This makes no sense whatsoever if your goal is to increase speed.

Then there are the wells. In Charlestown and neighboring Wood River Junction, we are all on private wells that will be impacted. In Westerly you are proposing running this line through the well field that supplies water for the entire town. There is no other water supply. Next step would be desalination and if you forced that on them, I would expect you to pay for it as part of this project. Of course desalination isn't going to help those of us slightly inland who are on private wells.

STOP THE BYPASS NOW!!!

Susan Fuller
Wood River Junction, RI 02894

NEC FEIS Comments - RECORD #616 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : David
Last Name : Moore
Stakeholder Comments/Issues :

NEC FUTUREU.S. DOT Federal Railroad AdministrationOne Bowling Green, Suite 429New York, NY 10004 Dear Sir or Madam:On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.Sincerely,(Name, Town)

David Moore
[redacted]

NEC FEIS Comments - RECORD #617 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Russ
Last Name : Todd
Stakeholder Comments/Issues :

Dear Director Warren,

On January 19, 2017 and still posted today on Senator Reed's website, the Senator has announced that: "the Federal Railroad Administration (FRA) is extending the deadline for public comment on the Northeast Corridor (NEC) FUTURE preferred alternative. The public comment period was scheduled to end January 31, 2017. At Senator Reed's request, the deadline for public comment will be extended at least several weeks so further input may be analyzed."

Since we are approaching the original "Waiting Period" deadline, I would respectfully request that as Executive Director of the FRA, you please confirm or reject the above statement from Senator Reed so the public is clearly informed. Also, if the comment period is to be extended, please indicate the duration of the extension. I request that the information is clearly posted on the NEC Future website and that the Waiting Period due dates are similarly adjusted on the FRA webpage at http://www.necfuture.com/tier1_eis/feis/.

Link to Senator Reed's Statement:
https://www.reed.senate.gov/news/releases/reed-deadline-extended-for-public-comment-on-fras-nec-future-rail-proposal

Best,
Russ Todd

Resident of Connecticut

NEC FEIS Comments - RECORD #618 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Susan
Last Name : Malton
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
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For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,

Susan M. Malton

[redacted]

Old Saybrook, CT 06475

_____

P Please consider the environment before printing this e-mail

The information in this electronic mail message is the sender's confidential business and may be legally privileged. It is intended solely for the addressee(s). Access to this internet electronic mail message by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful. The sender believes that this E-mail and any attachments were free of any virus, worm, Trojan horse, and/or malicious code when sent. This message and its attachments could have been infected during transmission. By reading the message and opening any attachments, the recipient accepts full responsibility for taking protective and remedial action about viruses and other defects. The sender's employer is not liable for any loss or damage arising in any way.

NEC FEIS Comments - RECORD #619 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : David
Last Name : Prescott
Stakeholder Comments/Issues :

>
> Dear Ms. Reyes-Alicea,
>
> I am resending this email that I sent to you on January 12th. I would
> appreciate the courtesy of a response.
>

> Save The Bay needs some additional information in order to submit
> meaningful comments on the Tier I EIS. Please let me know how much time
> will be saved in Rhode Island by implementing the preferred alternative and
> the estimated cost of that alternative within the state. Thank you for
> your assistance.
>
>
> Best
>
> Dave
>
>
>
> --
> *David Prescott,* South County Coastkeeper
> Save The Bay
> 8 Broad St.
> Westerly, RI 02891
> *T: *(401) 315-2709 *E: *dprescott@savebay.org
> ----------
> *savebaynarragansett <https://www.facebook.com/savebaynarragansett> |
> @savethebayri <http://twitter.com/savethebayri> | +savethebayri
> <http://plus.google.com/u/0/b/102199483407014808222/102199483407014808222/> *
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NEC FEIS Comments - RECORD #620 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Anastasia
Last Name : Procaccini
Stakeholder Comments/Issues :

Sir or Madam,
As a native of Johnston, RI and environmental professional, I strongly oppose the FRA's Old Saybrook to Kenyon Bypass Plan. As development, pollution, and sea level rise threaten our State, it is in our worst interest to forfeit valuable Public Space and Agricultural Land. These lands protect critical natural resources, vital to those near and far. NEC has also failed to provide substantial evidence that there is a public need for this bypass. I request that you do all in your power to stop this Plan and allow for further public commenting on NEC Planning.

Thank you,
Annie Procaccini

Asst. Project Manager
SumCo Eco-Contracting
Salem, MA

NEC FEIS Comments - RECORD #621 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Anita
Last Name : Baxter
Stakeholder Comments/Issues :

Dear Sir or Madam:

I oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning and object to the limited notice and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 12, 2017.

There is no need for a Kenyon to Old Saybrook Bypass. It would be a waste of taxpayer money and would impose a terrible hardship on the region. The people here must have the opportunity to express their concerns. I understand that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law when including the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

The Bypass will impose dreadful impacts on a historic area and on surrounding environmental resources in both southeastern Connecticut and southwestern Rhode Island.

Please schedule a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017 as was done for the "All Aboard Florida" high speed rail planning initiative in Florida, which called for much less extensive plans. Now that the information about the Bypass is known, there are many people in our area who want to voice their concerns to the Federal Railroad Administration. Please give them the opportunity to do so.

Sincerely,

Anita Baxter, President
Arnolda Improvement Corporation
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #622 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name :
Last Name : russandanu
Stakeholder Comments/Issues :

To whom it may concern,
>
> Please, please, please…Scrap the proposed plan to alter the railroad line beginning in Old Saybrook/Old lyme to Kenyon Rhode Island. While we are all so aware of the shortcomings of the existing line and the need to upgrade. The proposed plan is deeply flawed in every way imaginable , and has absolutely no local support! It would absolutely destroy the local region's nature, history, economy, social fabric… There is nothing good about the plan.
> We have one of the few houses, which is going to be directly hit by your horrid plan. We have been working on our home slowly, but surely for 11 years. Paying close attention to detail inside and out. We have used best materials and local builders. …and now this!!!??? We are not even able to sell our home now, since the "guillotine" is hanging over our heads.

I realizer you have been working hard since 2012 on this plan, which we just found out about a year ago, less than a week to "comment" on it!!! We have written countless letters, hosted and attended countless meetings, with all who is who's…and now again another comment period??? What a heck! It is very hard to scrap all your paper work, but we have our home and tons of very, hard earned money on line. This is just one drop in the whole picture of problems on your plan!!!

Do you care at all, about our very personal story? I would like to believe, that you do have some empathy…?
>
>
>
>
>
>
> Anu Godfrey-Fogg
[redacted]
> Old Lyme, Ct. 06371
> Russ and Anu
[redacted]

NEC FEIS Comments - RECORD #623 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Sincerely,
Hilary Connery
Green Hill, RI

NEC FEIS Comments - RECORD #624 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Mary
Last Name : Bainto
Stakeholder Comments/Issues :

I am writing to oppose the proposed Kenyon to Old Saybrook Bypass which in Charlestown alone will destroy Narragansett Tribal Land, Farms, Homes, Historic Buildings, Drinking Water, Parks and Hiking Trails, Private Property Rights, and Public Trust in Land Conservation.

All of this to save 1 minute in the section proposed for Charlestown.

This proposal needs to be stopped now in order to remove the sword hanging over property owner's heads for 30 to 50 Years.

Please kill this before it goes any further.

Mary Bainto
Wood River Junction
Rhode Island

NEC FEIS Comments - RECORD #625 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Jim
Last Name : O'Keefe
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on 1/19/17.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Jim O'Keefe

[redacted]

NEC FEIS Comments - RECORD #626 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : Tria
Last Name : Giovan
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the [3]All Aboard Florida[2] high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Tria Giovan

[redacted] Charlestown, RI 02813

NEC FEIS Comments - RECORD #627 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : David
Last Name : Levitz
Stakeholder Comments/Issues :

UMass Amherst climate scientists say Northeast will warm sooner than most of U.S.

The projected Sea level rise in the Northeast will threaten the existing coastal route and over time, make it obsolete. There is no arguing with mother nature.

UMASS Amherst Report:
Northeast US Temperatures are Decades Ahead of Global Average
https://www.umass.edu/newsoffice/article/northeast-us-temperatures-are-decades

Sincerely,

David Levitz

NEC FEIS Comments - RECORD #628 DETAIL

Status : [redacted]
Record Date : 1/24/2017
First Name : David
Last Name : Levitz
Stakeholder Comments/Issues :

UMass Amherst climate scientists say Northeast will warm sooner than most of U.S.

The projected Sea level rise in the Northeast will threaten the existing coastal route and over time, make it obsolete. There is no arguing with mother nature.

UMASS Amherst Report:
Northeast US Temperatures are Decades Ahead of Global Average
https://www.umass.edu/newsoffice/article/northeast-us-temperatures-are-decades

Sincerely,

David Levitz

NEC FEIS Comments - RECORD #629 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name :
Last Name : mskj
Stakeholder Comments/Issues :

I am deeply concerned about the proposed changes for the Charlestown, RI railroad tracks. Saving a few minutes of travel time between Boston and New York for a few travelers plus spending billions of dollars is not a fair, equitable or reasonable trade for disrupted conservation and farm lands and all the environmental and social impacts that will result from the changes. Time is precious for certain but so are the earth and all its creatures, including human beings who have chosen a particular lifestyle which would only be disrupted by this plan. Perhaps I don't understand the meaning of "conservation land". This plan would take lands from private citizens as well as from the public who understood the land would be protected for the sake of preserving what we have. We need to place less emphasis on getting from point A to point B as quickly as possible and more emphasis on the quality of life...

NEC FEIS Comments - RECORD #630 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Melissa
Last Name : Hoefer Branch
Stakeholder Comments/Issues :

Dear Sir or Madam:I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in early January this year!It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.Sincerely,FWA Heirs 1905-presentThe Hoefer FamilyCharlestown, RI

NEC FEIS Comments - RECORD #631 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Ann
Last Name : Lander
Stakeholder Comments/Issues :

NEC FUTUREU.S. DOT Federal Railroad AdministrationOne Bowling Green, Suite 429New York, NY 10004 Dear Sir or Madam:On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.Sincerely,Ann Lander (Old Lyme CT)

NEC FEIS Comments - RECORD #632 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Evering
Last Name : Electric
Stakeholder Comments/Issues :

To whom it may concern,

I am writing to inform you of my strong opposition on the proposed bypass high speed rail line. This seems to be an absurd amount of tax payer money to spend on a rail system that is currently underused. It is truly insane to think that shaving 40 some minutes from New York to Boston is going to make a difference in anyone's commute. Most people who commute into either city for work have decided to live closer to said cities in order to keep commute times down. It is an unfair burden to impose on current land owners, towns, and the environment for the pleasure commuter to have a slightly less lengthy train ride. Additionally, on a personal note, this proposed rail line would be running extremely close to my back yard. My wife and I purchased our particular property based on the location, it's convenience, as well as it's quietness. A high speed rail line is not acceptable to impose on any property owner. The noise and vibration from such rail lines are a major nuisance.

Please take the small towns along the coast line into account before allowing this proposal to get any further. Repair the existing line, or come up with a more viable solution!

Sincerely,

--

NEC FEIS Comments - RECORD #633 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Elizabeth
Last Name : Hamilton
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. In our town, Old Lyme, the project would be devastating; not only would it cut through our small, historic downtown, but it would have personal consequences as well. Our own home, which was built in 1670 and is one of the first homes built in this area during pre-Colonial America, is located directly on the route and would likely have to be destroyed. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,

Elizabeth Hamilton and Matthew Barrett
Old Lyme, CT

NEC FEIS Comments - RECORD #634 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Jennifer
Last Name : Evering
Stakeholder Comments/Issues :

To Whom it May Concern,

I am writing to state that I am strongly opposed to the high-speed rail bypass through Southeastern CT. I live on [redacted], Pawcatuck, CT. This bypass would go right by our house. This would dramatically decrease the value of our house, as well as harm precious estuaries.

Thank you,
Jennifer Evering
[redacted]

NEC FEIS Comments - RECORD #635 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Sarah
Last Name : Fletcher
Stakeholder Comments/Issues :

Dear Sir/Madam,
I am opposed to the plan to rerouted the railroad through historic and preserved areas in Charlestown. While time is important so are open areas and historic farms and ties. Please reconsider this proposal.

Sincerely,
Sarah Fletcher
[redacted]
Charlestown, RI

NEC FEIS Comments - RECORD #636 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Kristin
Last Name : Havrilla Clarke
Stakeholder Comments/Issues :

Good Morning-

I am submitting comment on behalf of New London Main Street regarding the NEC Futures project Environmental Impact Statement, which are attached to this email as a PDF. Please let me know if there are any issues with the PDF or if you have any questions.

Sincerely yours,

Kristin

Kristin Havrilla Clarke
Interim Director
New London Main Street

311 State Street
New London, Connecticut 06320

860.444.2489
director@newlondonmainstreet.org<mailto:director@newlondonmainstreet.org>

Attachments : New London Main Street NEC Futures letter 01.23.17.pdf (2 mb)

new london main street

January 23, 2017

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Railroad Administration
One Bowling Green, Suite 249
New York, NY 10004

Re: NEC Future Tier One Environmental Impact Statement

Dear Ms. Reyes-Alicea,

New London Main Street appreciates the opportunity to provide comment on the Environmental Impact Statement regarding the Northeast Corridor Future. New London Main Street is a nonprofit corporation committed to revitalizing New London's Historic Waterfront District and is one of five Main Street programs in Connecticut and is among the 1,200 programs nationwide developed from an initiative of the National Trust for Historic Preservation in the 1970's. We build community through activities and programs that enrich the cultural fabric, preserve and enhance historic streetscapes and support and expand the economic base of the city center.

Given our mission and goals, New London Main Street cannot support the proposed changes found in the NEC Future project Environmental Impact Statement and we write to show a lack of support for the project as proposed. Our concerns with the proposed Old Saybrook to Kenyon bypass and proposed high speed rail hub in Groton (called New London-Mystic in the EIC) are as follows:

- The proposed bypass will decentralize our region's transportation hub
- Downtown New London businesses will be threatened and will lose customers and revenue
- The City of New London's tax base will be diminished at a time when tax revenues are vital
- The project as proposed will threaten historic resources and quality of life

We provide additional details and explanation to our concerns below.

Decentralization of a Regional Transportation Hub

The proposed construction of the bypass and a new rail station in an underdeveloped section of Groton will decentralize a regional transportation hub that provides multi-modal access for nearly 1 million riders a year.

With the existing transit hub centered in downtown New London's historic waterfront, travelers have access to high speed rail, regional and commuter rail service, regional and local bus service, interstate ferry service, local water taxi service and ample parking in a nearby parking garage. The centralized transportation center allows travelers to change method of transit seamlessly.

Removing the high speed rail to another town means that travelers will not be able to transfer from high speed rail to make any connections at all. Rather, they will be presumably stranded near a highway exit that is neither in New London nor in Mystic, needing to call a taxicab or other livery service to travel to the existing regional transportation hub in New London, wasting time and money.

311 State Street , PO Box 1428, New London, CT 06320 newlondonmainstreet.org 860.444.2489 director@newlondonmainstreet.org

Threat to downtown New London businesses and property owners

Moving high speed rail access to another location means fewer customers for downtown businesses. Fewer high speed rail passengers means fewer cups of coffee, fewer sandwiches, and fewer newspapers purchased in downtown New London as well as fewer overnight stays for business travelers in New London's hotels. The economic impact on downtown New London businesses and restaurants will be detrimental to the many businesses that cater to passengers from the transportation center.

Detrimental Impact on City's tax base

The City of New London is very small in area at only 5.67 square miles. The City's only means of local revenue to pay for its local government and schools is through property taxes. As the proud home of several large nonprofit colleges, a nonprofit hospital, many churches and many federally, state and municipally owned government buildings, approximately half of the land is owned by non-profit entities. This means that the tax burden for individual households and businesses is high and increases in tax burden can be crippling.

The proposed rail bypass will run in close proximity to highly developed commercial property, meaning that more commercial land will be removed from the tax rolls, increasing the tax burden on families, small businesses and large companies alike. For a community where the median household income is $44,100 and 20% of the population lives under the poverty level, there is only so much increased tax burden that can be shouldered by our tax payers.

Threat to historic resources and quality of life

The Gold Star bridge spans loom large over the historic Hodges Square commercial area and the Old Town Mill. Hodges Square has been the focus of recent community driven revitalization efforts and was recently announced as a National Register Historic District. The Old Town Mill was built by former Connecticut Governor and founder of New London John Winthrop and was the first industrial building in New London. It is also listed on the National Register of Historic Places. These resources, in addition to the beloved Riverside Park, provide a strong and growing "Sense of Place" for this culturally rich neighborhood. The proposed bypass would further diminish the quality of life for this area's residents, whether these federally recognized, historically significant properties are physically damaged or not.

Reliable rail service and connections to multiple modes of transportation are important to any regional hub, and New London is no exception. The City is New London is still recovering from major urban renewal projects implemented in the 1960's and 1970's, when acres of housing and commercial land were lost to the creation of an overabundance of highway infrastructure. We have learned the hard way that destroying New London is not the way to bring progress or prosperity. We simply don't need another lesson in destruction in the name of progress.

We hope that you take our concerns, and those of our downtown and city-wide partners into consideration as you complete the public comment window and reconsider your proposal for Eastern Connecticut.

Sincerely yours,

Kristin Havrilla Clarke

Kristin Havrilla Clarke
Interim Director

311 State Street , PO Box 1428, New London, CT 06320 newlondonmainstreet.org 860.444.2489 director@newlondonmainstreet.org

NEC FEIS Comments - RECORD #637 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Justin
Last Name : Goff
Stakeholder Comments/Issues :

To all concerned.

My name is Justin Goff and I oppose the plans for the Old Saybrook to Kenyon Bypass. I am luckily enough to call Charlestown, Rhode Island my home. I was born and raised in Westerly and in 2014 built my dream home at [redacted]. The new proposed route would push the tracks closer to my house and impact so many beautiful protected lands in the area, as well taking homes and land from my fellow townspeople. This proposal is unacceptable, besides being pushed through in secret without any town notifications.

It seems crazy that the new proposed rail would cut through protected lands as well as tribal lands. All for saving a few minutes of travel time? I think the 130 billion should be used to improve I-95 as well as our local roads. The infrastructure in Rhode Island is in shambles. Lets fix our roads and bridges before investing in a high speed rail.

Please submit my formal opposition to any plans for expanding or rerouting the current Amtrak tracks. Please keep our town the beautiful and the peaceful place we all love!

Thanks so much for your time!

Best Regards,

Justin Goff
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #638 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Good afternoon,

I am writing to express my opposition to straightening the train tracks through Westerly and Charlestown. All that destruction for save just a few minutes through my state. Shame on you for even thinking of this. It would run the best part of Rhode Island.

Nancy G.
resident of Richmond, Rhode Island

NEC FEIS Comments - RECORD #639 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Joan
Last Name : Flynn
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
(Name, Town)
Joan Flynn Old Lyme

Sent from my IPad

NEC FEIS Comments - RECORD #640 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name :
Last Name : [redacted]
Stakeholder Comments/Issues :

Mrs. Joan Chrisbacher
[redacted]
Pawcatuck, CT 06379

January 25, 2017

Re: FRA's Proposed 50-mile Old Saybrook, CT - Kenyon, RI bypass

To Whom It Concerns:

I have resided in Stonington, CT for more than 24 years and love this area for its history, picturesque beauty, culture, and character of its residents. I have recently become aware of the proposed Amtrak bypass from Old Saybrook, CT to Kenyon, RI. I must say that I am very concerned and that I am totally against this proposal. I firmly believe that this proposal is not the right plan for CT and I agree with the honorable Senator Blumenthal that it would have disastrous effects on the environment, culture, and historic landmarks. We were informed at a forum last night that the towns, Stonington, CT, Westerly and Charlestown, RI, were all left out of the historical and environmental town groups the FRA consulted. Each of theses towns will be significantly impacted, why were they not consulted?

After further researching this project I have personally come to the following conclusions:
It will irreparably harm the quality of life in all the towns impacted, including Stonington.
It will irreparably harm the tourism in Mystic, CT and have a devastating impact on the Olde Mistick Village and the Mystic Aquarium.
It will irreparably harm Old Lyme's nationally registered historic district and landmarks.
It could significantly damage the fragile and unique ecology of the CT River Estuary.
Finally, it will irreparably harm neighborhoods, farms, and real estates values.

Finally, I am very concerned about the government's decision to have a high speed train travel through an area that already has two significant security concerns, the Groton Sub Base and Electric Boat. I sincerely question how the costs if this project both in dollars and impact can possibly justify the benefits. I urge you to consider the impact to this region and fight this proposal.

Sincerely,
Joan Chrisbacher

Sent from my iPad

Joan Chrisbacher
[redacted]
Pawcatuck, CT 06379
[redacted]

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: FRA's Proposed 50-mile Old Saybrook, CT - Kenyon, RI bypass

Dear Secretary Chao:

I have resided in Stonington, CT for more than 24 years and love this area for its history, picturesque beauty, culture, and character of its residents. I have recently become aware of the proposed Amtrak bypass from Old Saybrook, CT to Kenyon, RI. I must say that I am very concerned and that I am totally against this proposal. I firmly believe that this proposal is not the right plan for CT and I agree with the honorable Senator Blumenthal that it would have disastrous effects on the environment, culture, and historic landmarks. We were informed at a forum last night that the towns, Stonington, CT, Westerly and Charlestown, RI, were all left out of the historical and environmental town groups the FRA consulted. Each of these towns will be significantly impacted, why were they not consulted?

After further researching this project I have personally come to the following conclusions:

- It will irreparably harm the quality of life in all the towns impacted, including Stonington.
- It will irreparably harm the tourism in Mystic, CT and have a devastating impact on the Olde Mistick Village and the Mystic Aquarium.
- It will irreparably harm Old Lyme's nationally registered historic district and landmarks.
- It could significantly damage the fragile and unique ecology of the CT River Estuary.
- It will irreparably harm neighborhoods, farms, and real estate values.

Finally, I am very concerned about the government's decision to have a high speed train travel through an area that already has two significant security concerns, the Groton Sub Base and Electric Boat. It is my understanding the train will run very close to the Groton Sub Base which is very close to Electric Boat both along the Thames River as well as our Coast Guard Academy. Considering our world today, this seems to be a very poor decision. I sincerely question how the costs of this project, both in dollars and impact, can possibly justify the benefits. The movement against this project is growing and I urge you to use the power of your office to fight this proposal.

Sincerely,

Joan Chrisbacher

S10-170130-031

F-0608 Chrisbacher_Joan 2

HARTFORD CT 061

25 JAN 2017 PM 4 L

Joan Chrisbacher
[redacted]
Pawcatuck, CT 06379

JAN 26 2017

USPS

Secretary Elaine Chao

U.S. Department of Transportation

1200 New Jersey Ave, SE

Washingtron, DC 20590

S10-170130-031

20590-

NEC FEIS Comments - RECORD #641 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Eva
Last Name : Amanda Agudelo
Stakeholder Comments/Issues :

As a RI resident I object to the NEC Future track straightening project <http://charlestowncitizens.org/2016/12/18/christmas-surprise-from-fra/>, which would cut through Narragansett tribal land and sacred sites, and damage and destroy forests and wetlands that could help RI weather climate change.

Eva Agudelo
Providence, RI
02903
[redacted]

NEC FEIS Comments - RECORD #642 DETAIL

Status : Action Completed
Record Date : 1/25/2017
First Name :
Last Name : [redacted]
Stakeholder Comments/Issues :

I live in Pawcatuck, Connecticut, part of Stonington. I am very much opposed to the plan to have the Acela go through at increased speeds in our community, Westerly and Mystic. I think this plan would hurt property values and tourism in this region.I like having the local trains available. Please do not approve this plan.Helen Jankoski [redacted]Pawcatuck, CT 06379

Sent from my Verizon 4G LTE smartphone

NEC FEIS Comments - RECORD #643 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Laura
Last Name : Brown-Lavoie
Stakeholder Comments/Issues :

To Whom It May Concern—

I am a Rhode Island resident writing to oppose the NEC Future track straightening project. It will cut through Narragansett sacred sites and damage ecosystems vital for the resiliency of our state in the face of climate change.

Sincerely,
Laura Brown-Lavoie
Providence, RI 02905

NEC FEIS Comments - RECORD #644 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Roland
Last Name : Davin
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Best,

Roland Davin

NEC FEIS Comments - RECORD #645 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : mary
Last Name : kesler
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Sincerely,
Tom Davin
[redacted]
Charlestown RI 02813

NEC FEIS Comments - RECORD #646 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : mary
Last Name : kesler
Stakeholder Comments/Issues :

I am writing to you today to urge you to oppose the FRA NEC "Old Saybrook to Kenyon Bypass" and remove it from the EIS Tier 1 document . There are other alternatives to this route that would achieve the same goals without destroying many important properties. In Charlestown, RI, alone that would include the Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, and the neighborhoods of Burdickville and Columbia Heights and many private homes..

Better alternative routes include working with the existing RR route or the Rte 95 highway, and embracing the choices that technology will bring us in the future.

Remove the bypass in the EIS Tier 1 document and keep a shadow from falling over the lives and property values of this region for a generation to come.

Sincerely,
Mary Kesler
[redacted]
Chalestown RI 02822

NEC FEIS Comments - RECORD #647 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Alison
Last Name : Mitchell
Stakeholder Comments/Issues :

As a 84 year old resident of Old Lyme, I am appalled that despite obvious negative public comment, you are proceeding to plan a route which will in effect destroy the heart of Old Lyme. I have heard someone on your staff comment that you will “not be bullied by some small town”. I would like to remind you that this country was founded on small towns especially in New England which have spawned generations of people who care about preserving the environment. Once more, I am in opposition to this proposal of yours along with my friends and neighbors. We will work diligently to see that this proposal is never turned into reality by contacting our elected representatives. This is Democracy as it was laid out by our founding fa!

NEC FEIS Comments - RECORD #648 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Albert
Last Name : Perrino
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

While I support rail service and support efforts to increase the efficiency of rail travel, I have serious concerns about the proposal, specifically the Old Saybrook-Kenyon bypass through Connecticut and Rhode Island. Specifically, I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016. As a property owner in the affected route I am very familiar with the region and hazard this railroad bypass presents. The proposal will have enormous negative impact on the communities of southwestern RI and the Connecticut coastline. The harm from this proposal to the areas preserves, environment, historical treasures has not been sufficiently studied or considered. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

Name: _____Albert Perrino_____

Address: __[redacted]_____

Town, State, Zip: _North Haven, CT 06473_____

Email address: __[redacted]_____ Date: ___Jan 25,2017_____

NEC FEIS Comments - RECORD #649 DETAIL

Status : [redacted]
Record Date : 1/25/2017
First Name : Joanne
Last Name : DiCamillo
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Lewis DiCamillo
Old Lyme, CT

NEC FEIS Comments - RECORD #650 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name :
Last Name : Joanchrisb7
Stakeholder Comments/Issues :

Michele M. Prendergast
[redacted].
Pawcatuck, Ct 06379
[redacted]

January 26, 2017

Re: FRA Proposal for 50-mile Old Saybrook to Kenyon Bypass

To Whom It Concerns:

I am a resident of Stonington, CT an I am presently in the process of purchasing a new home for my two young sons and myself. This home was carefully considered for its neighborhood and the quality of the schools my children will attend. I very recently was informed of the proposed Old Saybrook to Kenyon Bypass. Please understand that I am very concerned about this proposal. If implemented the train will be going through my neighborhood. The impact will not only be devastating to the property values in the neighborhood but it will also create a significant safety issue. I should also mention the train will be passing very close to the elementary school my children will attend. Again, I am very concerned about all the childrens safety.

I also do not understand why anyone would believe there is a benefit to having a high speed train going through areas with significant historical value such as Old Lyme and Mystic. The environmental impact of this proposal will be devastating to the communities and businesses in the areas it runs through. I firmly believe this proposal is not in the best interest of SE CT and I urge you to use the power of your office to help us fight this proposal.

Respectfully,
Michele Prendergast

Sent from my iPad

NEC FEIS Comments - RECORD #651 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : Rosemary
Last Name : Clark
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to *object* to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the *existing rail*, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

In addition to the above stated, on a more personal note, my family and I have lived at our residence in Old Lyme for 35 years. The preferred alternative bypass would directly impact my family's property and our house.

Rosemary M. Clark
[redacted]
Old Lyme, CT. 06371
[redacted] 01/25/2017

NEC FEIS Comments - RECORD #652 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : Troy
Last Name : Clark-COMT
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to *object* to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

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Troy C. Clark
[redacted]
Old Lyme, CT. 06371
[redacted]01/25/2017

Troy C. Clark
Deputy Emergency Management Director
Town of Old Lyme Office of Emergency Management
Director of Radio Communications - Town of Old Lyme
State of Connecticut DESPP/DEMHS MCV-4 Operator
Certified All-Hazards Communications Technician (COMT)
Everbridge Mass Notification Administrator
FCC Licensed - KB1BVF
Cell: [redacted]
e-mail:[redacted]

This e-mail message may contain privileged, confidential and/or proprietary information intended only for the person(s) named. If you are not the intended recipient, please destroy this message, and any attachments, and notify the sender by return e-mail. If you are not the intended recipient(s), or the employee or agent responsible for delivering the message to the intended recipient(s), you are hereby notified that any dissemination, disclosure or copying of this communication is strictly prohibited.

NEC FEIS Comments - RECORD #653 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : Mac
Last Name : Richardson
Stakeholder Comments/Issues :

NEC FUTURE

U.S. DOT-Federal Railroad Administration

One Bowling Green, Suite 429

New York NY 10004

Dear Administrators,

I would like to comment on your Tier I phase of the Old Saybrook CT to Kenyon RI bypass for high-speed rail service. I'm particularly upset by the track, straightening portion running through Charlestown, RI. This proposed portion would, among other things, destroy property that has been placed in perpetuity, wreck historic working farms, demolish peoples homes, and divide the Carter Preserve, all to save about one minute of time from NY to Boston.

Consider an analogous situation. Your railroad company has just completed an expensive upgrade of your tracks in this area and now there is a powerful corporation that has informed you that they are going to have to sever your tracks to complete their important project, and they will exercise their power of eminent domain to do so. Their project will stop your rail service but they will pay you something for your loss (not much, but something) and…..have a nice day.

Your proposed bypass would hurt many people in a big way and I would expect a very nasty fight to prevent its implementation. My suggestion would be to focus your improvements on the existing tracks and perhaps bank them slightly higher to allow for increased train speeds.

Considering the pace of technological improvements, by 2040 we may have self-driving vehicles that can access high speed lanes (maybe at 150 mph) that would render the train system obsolete. Please reconsider your options.

Mac Richardson

Charlestown RI

NEC FEIS Comments - RECORD #654 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : Mac
Last Name : Richardson
Stakeholder Comments/Issues :

NEC FUTURE

U.S. DOT-Federal Railroad Administration

One Bowling Green, Suite 429

New York NY 10004

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Considering the pace of technological improvements, by 2040 we may have self-driving vehicles that can access high speed lanes (maybe at 150 mph) that would render the train system obsolete. Please reconsider your options.

Mac Richardson

Charlestown RI

NEC FEIS Comments - RECORD #655 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : Kurt
Last Name : Ostrow
Stakeholder Comments/Issues :

To whom it may concern:

As a RI resident, I am deeply troubled by the NEC Future track straightening project, which would cut through Narraganset tribal land and sacred sites, as well as damage and destroy forest and wetlands that could help RI weather climate change.

We can't gamble with the health of our planet. We've only got one.

Thank you,
Kurt Ostrow

--
Kurt Ostrow
[redacted]

NEC FEIS Comments - RECORD #656 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : Rene
Last Name : Kenyon
Stakeholder Comments/Issues :

Please do not route the train thru Charlestown. It will incredibly alter the landscape and the lives of many whose homes and land will be destroyed.

Rene Kenyon

Sent from Rene by Ipad2

NEC FEIS Comments - RECORD #657 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : Al
Last Name : Chrisbacher
Stakeholder Comments/Issues :

Albert E Chrisbacher
[redacted]
Pawcatuck, CT 06379
[redacted]

January 26, 2017

Re: FRA's Proposed 50-mile Old Saybrook, CT - Kenyon, RI bypass

To Whom It Concerns:

I have resided in Stonington, CT for more than 24 years and love this area for its history, picturesque beauty, culture, and character of its residents. I have recently become aware of the proposed Amtrak bypass from Old Saybrook, CT to Kenyon, RI. I must say that I am very concerned and that I am totally against this proposal. I firmly believe that this proposal is not the right plan for CT and RI and I agree with Senator Blumenthal that it would have disastrous effects on the environment, culture, and historic landmarks. We were informed at a forum last night that the towns, Stonington, CT, Westerly and Charlestown, RI, were all left out of the historical and environmental town groups the FRA consulted. Each of these towns will be significantly impacted, why were they not consulted?

After further researching this project I have personally come to the following conclusions:

- It will irreparably harm the quality of life in all the towns impacted, including Stonington.
- It will irreparably harm the tourism in Mystic, CT and have a devastating impact on the Olde Mistick Village and the Mystic Aquarium.
- It will irreparably harm Old Lyme's nationally registered historic district and landmarks.
- It could significantly damage the fragile and unique ecology of the CT River Estuary and the water supply aquifers bordering CT and RI..
- It will irreparably harm neighborhoods, farms, and real estate values.

Finally, I am very concerned about the government's decision to have a high speed train travel through an area that already has two significant security concerns, the Groton Sub Base and Electric Boat. It is my understanding the train will run very close to the Groton Sub Base which is very close to Electric Boat both along the Thames River as well as our Coast Guard Academy. Considering our world today, this seems to be a very poor decision. I sincerely question how the costs of this project, both in dollars and impact, can possibly justify the benefits. The movement against this project is growing and I urge you to use the power of your office to fight this proposal.

Sincerely,

Albert E Chrisbacher

NEC FEIS Comments - RECORD #658 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : Sandra
Last Name : Y. Rueb
Stakeholder Comments/Issues :

Tier 1 Final EIS

Sandra Y. Rueb

[redacted]

[redacted]

From: Sandra Y. Rueb [redacted]
Sent: Thursday, January 26, 2017 1:58 PM
To: info@necfuture.com
Subject: Springfield FRA Meeting 1-25-2017

Dear Sir or Madam, As attendees from Old Lyme Connecticut who drove up to Springfield, MA explicitly for the meeting, we were all disappointed by the format which seemed planned to discourage protests or comments from residents in communities who do not wish the high speed spur through towns, such as Old Lyme. We are constantly amazed at the FRA's seeming tone deafness to our concerns. Although Greg Stroud and others in Washington DC have tried to explain to Rebecca Reyes-Alicea why this huge expenditure of money for this plan is not an intelligent use of resources, we have only been able to expand the comment period until March 1st. We have been begging for an alternate plan (not a tunnel under the Connecticut River) which would allow greater numbers of people in the middle of the state to ride to Boston. Old Lyme along with many other towns along the shoreline are currently quagmired by fears of these plans. Real estate prices have dropped and there is huge concern about FRA's lack of commitment. Yesterday, Rhode Island's governor withdrew her support of the plan.

Please listen to our concerns and go back to other plans to repair tracks and address safety issues.

Many thanks,

Bill and Sandra Rueb

William G. & Sandra Y. Rueb

[redacted]

Old Lyme, CT 06371

[redacted]

[redacted]

NEC FEIS Comments - RECORD #659 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : Sandra
Last Name : Y. Rueb
Stakeholder Comments/Issues :

Dear Sir or Madam, As attendees from Old Lyme Connecticut who drove up to Springfield, MA explicitly for the meeting, we were all disappointed by the format which seemed planned to discourage protests or comments from residents in communities who do not wish the high speed spur through towns, such as Old Lyme. We are constantly amazed at the FRA's seeming tone deafness to our concerns. Although Greg Stroud and others in Washington DC have tried to explain to Rebecca Reyes-Alicea why this huge expenditure of money for this plan is not an intelligent use of resources, we have only been able to expand the comment period until March 1st. We have been begging for an alternate plan (not a tunnel under the Connecticut River) which would allow greater numbers of people in the middle of the state to ride to Boston. Old Lyme along with many other towns along the shoreline are currently quagmired by fears of these plans. Real estate prices have dropped and there is huge concern about FRA's lack of commitment. Yesterday, Rhode Island's governor withdrew her support of the plan.

Please listen to our concerns and go back to other plans to repair tracks and address safety issues.

Many thanks,

Bill and Sandra Rueb

William G. & Sandra Y. Rueb

[redacted]

Old Lyme, CT 06371

[redacted]

NEC FEIS Comments - RECORD #660 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : john
Last Name : bigelow
Stakeholder Comments/Issues :

Sent from my Verizon 4G LTE Droid
---------- Forwarded message ----------
From: john bigelow [redacted]
Date: Jan 26, 2017 1:25 PM
Subject: FRA's Bypass
To: comment@necfuture.com
Cc:

To Whom It May Concern,

My wife and I are writing to register our opposition to the FRA's Old Saybrook, CT to Kenyon, RI Bypass.

We are longtime residents of Charlestown, RI -- which we chose as our home town due to its scenic, rural beauty and its abundance of open space and conservation lands.

Any Bypass that basically would dissect and disturb our pristine open spaces and require the taking of historic farms is an idea we strongly denounce.

We have also contacted our local town officials, state representatives, governor's office and our congressional delegation to further register our opposition.

We urge you to "ditch" the Bypass and work within the existing rights of way for the rail lines.

Our local communities are absolutely united in their opposition and will do anything in their power to stop the Bypass at all costs.

Respectfully Submitted,

The Bigelows
[redacted]
Charlestown, RI 02813

Sent from my Verizon 4G LTE Droid

NEC FEIS Comments - RECORD #661 DETAIL

Status : [redacted]
Record Date : 1/26/2017
First Name : john
Last Name : bigelow
Stakeholder Comments/Issues :

To Whom It May Concern,

My wife and I are writing to register our opposition to the FRA's Old Saybrook, CT to Kenyon, RI Bypass.

We are longtime residents of Charlestown, RI -- which we chose as our home town due to its scenic, rural beauty and its abundance of open space and conservation lands.

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Our local communities are absolutely united in their opposition and will do anything in their power to stop the Bypass at all costs.

Respectfully Submitted,

The Bigelows

[redacted]
Charlestown, RI 02813

Sent from my Verizon 4G LTE Droid

NEC FEIS Comments - RECORD #662 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name : Ku
Last Name : Hunley
Stakeholder Comments/Issues :

To Whom It May Concern,

I do not support the plans to change the railways through RI or Connecticut for the following reasons:

1)The impact this change will have on the environment and community are detrimental and careless. The Charlestown area maintains it's uniqueness and beauty by minimizing the impact to it's natural surroundings and families have developed deep roots here since they love the land and community so much.

2) The impact this change has on tax payers is thoughtless. As we all know, citizens have been taxed and continue to get taxed more and more. As one of those citizens I can understand the continued need to improve our roadways, education, public service and countless other government managed policies, but to put billions and continued billions into a system that is rarely utilized by citizens is not practical. I can only guess the railways are used primarily by businesses to transport goods interstate and this plan helps them more than the citizens who paid and will continue to pay for it.

3) The plan to decrease travel time by 45 mins is a weak reason for this type of overhaul. I have only used the railway system a handful of times but to reduce the time by 45mins with this type of cost and for the plan to take 30years before it is fully in place does not seem cost effective and is very disruptive to the community. Charlestown has a high volume of tourism in the summer and this project will impact this.

There are many other reasons against this project and I hope other citizens have brought them to your attention. I ask the Federal Railway to reconsider this plan and to the leave the small quaint town of Charlestown in the small quaint state of RI alone. A new railway will rob us of the gift nature gave to us.

Sincerely,
--
Ku Hunley

NEC FEIS Comments - RECORD #663 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name : John
Last Name : Rafferty
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass in November of 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

As a resident of Westerly, Rhode Island and a home owner directly in the path of the proposed route, I find the plan to be bloated, unrealistic, and unfair. To be clear, the Kenyon to Old Saybrook Bypass also poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

John F. Rafferty

[redacted]
Westerly, RI 02891

NEC FEIS Comments - RECORD #664 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I know this is going to sound stupid but what about building a high speed train on the old airline lead track from new haven to Boston at one time it was the fastest route to Boston most direct way to go to it's a straight line check for yourself I would love to see that back cutting right through ct thanks Scott Smith : email me at [redacted] thanks

Sent from my iPhone

NEC FEIS Comments - RECORD #665 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name :
Last Name : lpascoa
Stakeholder Comments/Issues :

Please see attached letter and statement.

Thanks. --Dan

Daniel A. Baudouin

Executive Director

The Providence Foundation

30 Exchange Terrace

Providence, RI 02903

401-521-3248

dbaudouin@provfoundation.com

Attachments : Ltr to Rebecca Reyes Alicea_01 20 17.pdf (500 kb)
Statement_TPF and Chamber_2017 Jan.pdf (737 kb)

THE PROVIDENCE FOUNDATION

GREATER PROVIDENCE CHAMBER OF COMMERCE

January 20, 2017

Rebecca Reyes-Alicea
NEC FUTURE Program Manager, NE Corridor Joint Program Advisor
US Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: NEC FUTURE Tier 1 Final Environmental Impact Statement

Dear Ms. Ryes-Alicea:

Thank you for your December 16, 2016 letter on the above matter.

Please use our attached statement in support of the Providence Train Station as a Major Hub.

If you have any questions, just give us a call.

Sincerely,

Daniel A. Baudouin
Executive Director
The Providence Foundation

Janet Raymond
Sr. Vice President of Economic Development and Operations
The Greater Providence Chamber of Commerce

THE PROVIDENCE FOUNDATION

GREATER PROVIDENCE CHAMBER OF COMMERCE

STATEMENT IN SUPPORT OF THE TIER 1 FINAL ENVIRONMENTAL IMPACT STATEMENT BY FEDERAL RAIL ADMINISTRATION
January, 2017

The Providence Foundation and the Greater Providence chamber of Commerce supports the Preferred Alternative that designates the Providence Train Station as a Major Hub for Intercity Express, Intercity Corridor and Regional Service for trains between Boston and New York.

As we indicated in our comments on the Tier 1, Draft EIS, the Providence Station is Amtrak's 15th business station nationwide. The number of jobs, residences, hotels universities and commercial space within walking, and transit and driving distance continues to grow which will increase demand for rail transit.

For your information, The Providence Foundation is a private sector, not-for-profit organization whose core purpose is *"To create an environment that is conducive to growth and sustained investment making Providence, particularly downtown, the premier mid-sized city in the country."* The Foundation is supported by 140 leading companies and institutions.

The Greater Providence Chamber of Commerce is Rhode Island's largest membership association and one of the largest metropolitan chambers of commerce in the Northeast. The GPCC represents the interests of our region's enterprises - from the local entrepreneur to middle-market businesses to the global Fortune 500 company. We are dedicated to building prosperity by advocating for critical policy issues, advancing growth by supporting the business development strategies of our region's companies, making capital investments and leading the broader community discussion about economic development priorities and initiatives

Daniel A. Baudouin
The Providence Foundation

Janet Raymond
Sr. Vice President of Economic Development and Operations

The Providence Foundation
401-521-3248

30 Exchange Terrace, Providence, RI 02903

Greater Providence Chamber
401-521-5000

F-0634 Simmons_Rob Stonington

RPD-10

TOWN OF STONINGTON

SELECTMAN'S OFFICE
ROB SIMMONS
FIRST SELECTMAN

152 Elm Street • Stonington, Connecticut 06378
(860) 535-5050 • Fax (860) 535-1046
rsimmons@stonington-ct.gov

January 10, 2017

Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor Joint Program Manager
US DOT, Federal Railroad Administration [FRA]
One Bowling Green, Suite 429
New York, NY 10004

Dear Program Manager Reyes-Alicea: Rebecca:

Thank you for your recent correspondence dated December 16, 2016 regarding the NEW FUTURE Tier 1 Final Environment Impact Statement. As well, thank you for sending me complete hard-copy editions of the study and maps. These are very useful in examining the impacts of this project on my hometown of Stonington.

Let me begin by saying that as a State Representative [1991-2001] and Ranking Member of the Connecticut Joint Committee on Transportation and as a Member of Congress [2001-2007] serving on the Transportation Committee, I have always been very supportive of rail transportation and Amtrak. For example, I was instrumental in extending Shore Line East to New London and sustaining that route over several years of tight budgets in the Rowland Administration. And, in Congress, I joined a group of about 20 Members from the Northeast who placed all of their district transportation allocations at risk by voting to support an Amtrak supplemental amendment out of the House Appropriations Subcommittee.

Historically speaking, my town was the terminus of the Nation's first interstate railroad built in 1836 from Providence, RI, to the steamship docks of

Stonington, CT. My father and grandfather commuted to New York City by train. And more recently we allowed catenaries to be placed along our beautiful shoreline from Pawcatuck to Mystic as part of the Acela High Speed Rail Project. Trains are a part of our history.

This being said, I am opposed to the so-called Amtrak Bypass. It runs through the heart of my historic town and destroys the gateway to Connecticut's biggest tourist center at Exit 90 in Mystic. It bypasses the existing stations in Westerly, RI, Mystic and New London, CT; and then adds a New London/Mystic Station in the Town of Groton! It promises to disrupt traffic on I-95 which is already at historically high and dangerous levels. It will cost billions of dollars, take years to complete and will add little if anything to improve train service in southeastern Connecticut. What is the value of trimming 10 minutes off a ride from New York to Boston?

The Town of Stonington serves as host to almost 1,000,000 visitors a year who go through the gates of the Mystic Seaport and Aquarium. Our Police Chief estimates that an additional 1-1.5 million visitors come for our restaurants, historic sites, maritime recreation and seasonal vacations. Last year we hosted 330 weddings 90% of which were out of town or state couples. Who is going to risk a vacation in Stonington if Amtrak is building a massive by-pass on top of I-95 past Exit 90? No one! Our local economy and tax revenues will simply disappear. And for what? For ten minutes of travel time between Boston and New York?

Years ago, Amtrak and the FRA promised that the Acela project was state of the art. The train would use 'tilt' technology to deal with the curves. They would improve service. It would be safe and affordable. The catenaries would be of Swedish design and very beautiful. There would be no adverse impact on the host town. That being said, "Why is it that Stonington still has two crossings at Elihu Island and Walkers Dock where there are no loop detectors and we are blasted with horns 176 times per day?" The FRA calls this a "Quiet Zone" but it is far from quiet. We can deal with the horns, but what about the safety of our citizens?

A driver with his or her aged parent in front and a baby in the back has between 6-12 seconds from the first horn blast to get out of a vehicle stuck on the tracks. Is this safe? The driver is confronted with Sophie's Choice – who will live and who will die? And the engineer was no warning from a loop detector that there is a problem. Nor does he or she have adequate line of sight of the crossing even in full daylight to do anything but blow the horn at the last moment. Yet, for a

mere $900,000 Amtrak can equip both crossings with appropriate safety devices and the "Quiet Zone" can be properly established. This is the kind of safety issue you need to be working on to improve rail service in New England – not a by-pass that does no good for us and promises lots of damage to our local communities.

Our region, state and Congressional delegation are all united against this by-pass project regardless of party affiliation or ideological leaning. We are united in support of "fixing what we have!" The old bridges need repair or replacement; and we have been doing this. Parking for the stations needs improvement; and we have been doing this. We need more service from Amtrak and Shore Line East into Mystic and Westerly, RI, and we have been advocating for this. Vice President Biden has called for new Acela trains called Avelia Liberty that will employ "active tilt technology"; and we strongly support this. As well, we have been supportive of the Springfield, MA, line and as a Congressman I actually got money for a station in Enfield, CT. So we support this aspect of the NEC FUTURE.

BUT, the bottom line is that we are adamantly opposed to the southeastern by-pass and will fight it every way we can. The future of our historic towns cannot be negotiated away for a few minutes of convenience for the Boston to New York traveler who will not even get off for a visit. I believe that if their ride is comfortable, affordable, on time and equipped with wifi, they could care less about a few minutes between Boston and New York.

Thank you for considering my views. Please consider this letter my response to the January 31st extended deadline for comments mentioned in the press.

All the best,

Robert R. "Rob" Simmons

c/c: Sarah E. Feinberg, FRA Administrator
Charles W. Moorman, IV, Amtrak President & CEO
Lou Frangella, FRA Crossing Regional Manager
Bonnie Reemsnyder, Old Lyme First Selectman
Richard Blumenthal, US Senate, CT
Chris Murphy, US Senate, CT
Joe Courtney, US House of Representatives, 2nd District, CT

JACK REED
RHODE ISLAND

COMMITTEES

APPROPRIATIONS
ARMED SERVICES, RANKING MEMBER
BANKING, HOUSING, AND URBAN AFFAIRS
INTELLIGENCE, EX OFFICIO

United States Senate

WASHINGTON, DC 20510–3903

Washington, DC:

728 Hart Senate Office Building
Washington, DC 20510-3903
(202) 224-4642

Rhode Island:

1000 Chapel View Boulevard, Suite 290
Cranston, RI 02920-3074
(401) 943-3100

One Exchange Terrace, Room 408
Providence, RI 02903-1744
(401) 528-5200

1 (800) 284-4200

TDD Relay Rhode Island
1 (800) 745-5555

http://reed.senate.gov

January 19, 2017

Mr. Amit Bose, Deputy Administrator
Federal Railroad Administration
1200 New Jersey Avenue, NW
Washington, DC 20590

Dear Deputy Administrator Bose:

Thank you and your team at the FRA for extending the comment period on the NEC FUTURE Final Tier 1 Environmental Impact Statement. I also want to commend the FRA for reaching out to discuss the EIS with community leaders in Charlestown.

As part of your continuing outreach, I would urge you to add a public session in Rhode Island to those that have been scheduled for January and February elsewhere.

Again, thank you for your willingness to continue to work to ensure that Rhode Islanders are heard on this important planning initiative.

Sincerely,

Jack Reed
United States Senator

PRINTED ON RECYCLED PAPER

Package received from William Coulter,
1/25/2017 at Open House in Springfield, MA
Charlestown, RI
[redacted]

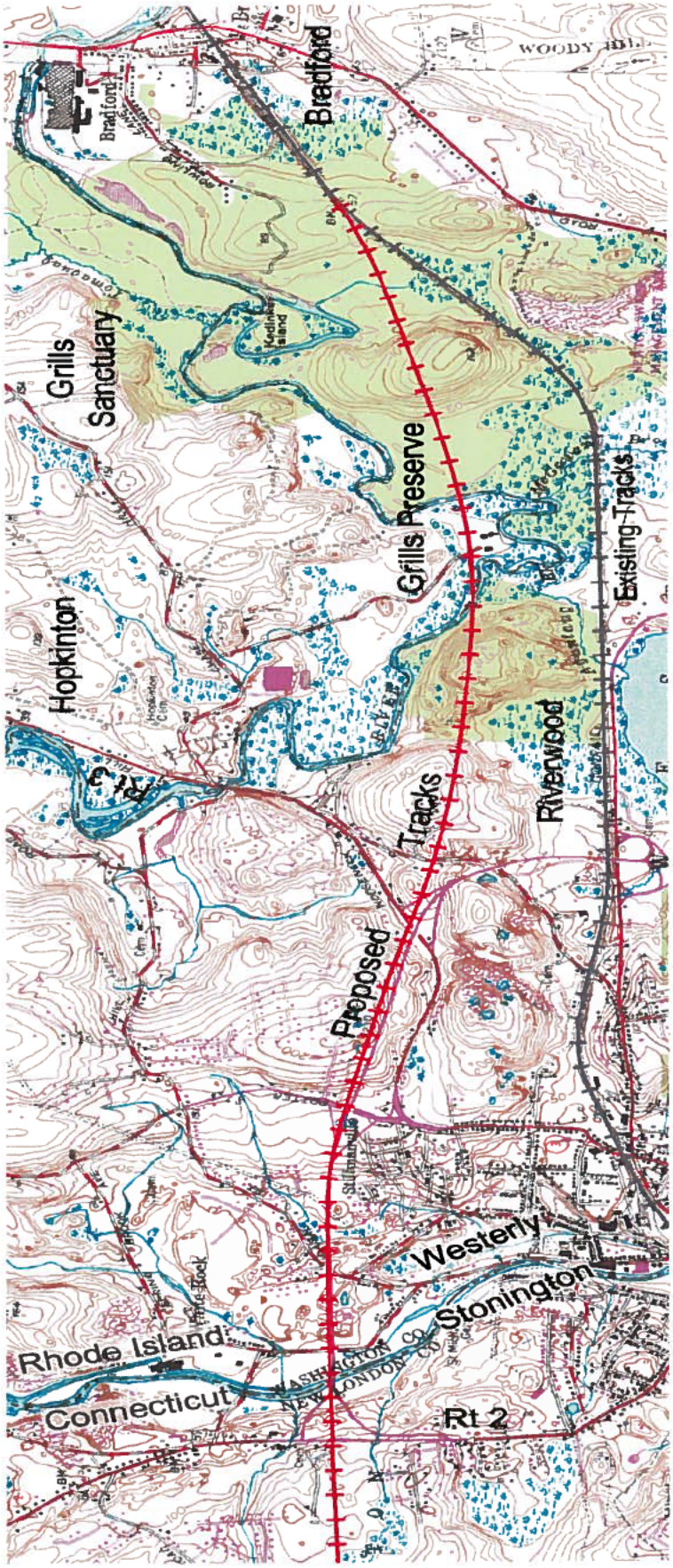
Governor
Gina Raimondo's Staff
State House
January 18, 2017

Agenda:

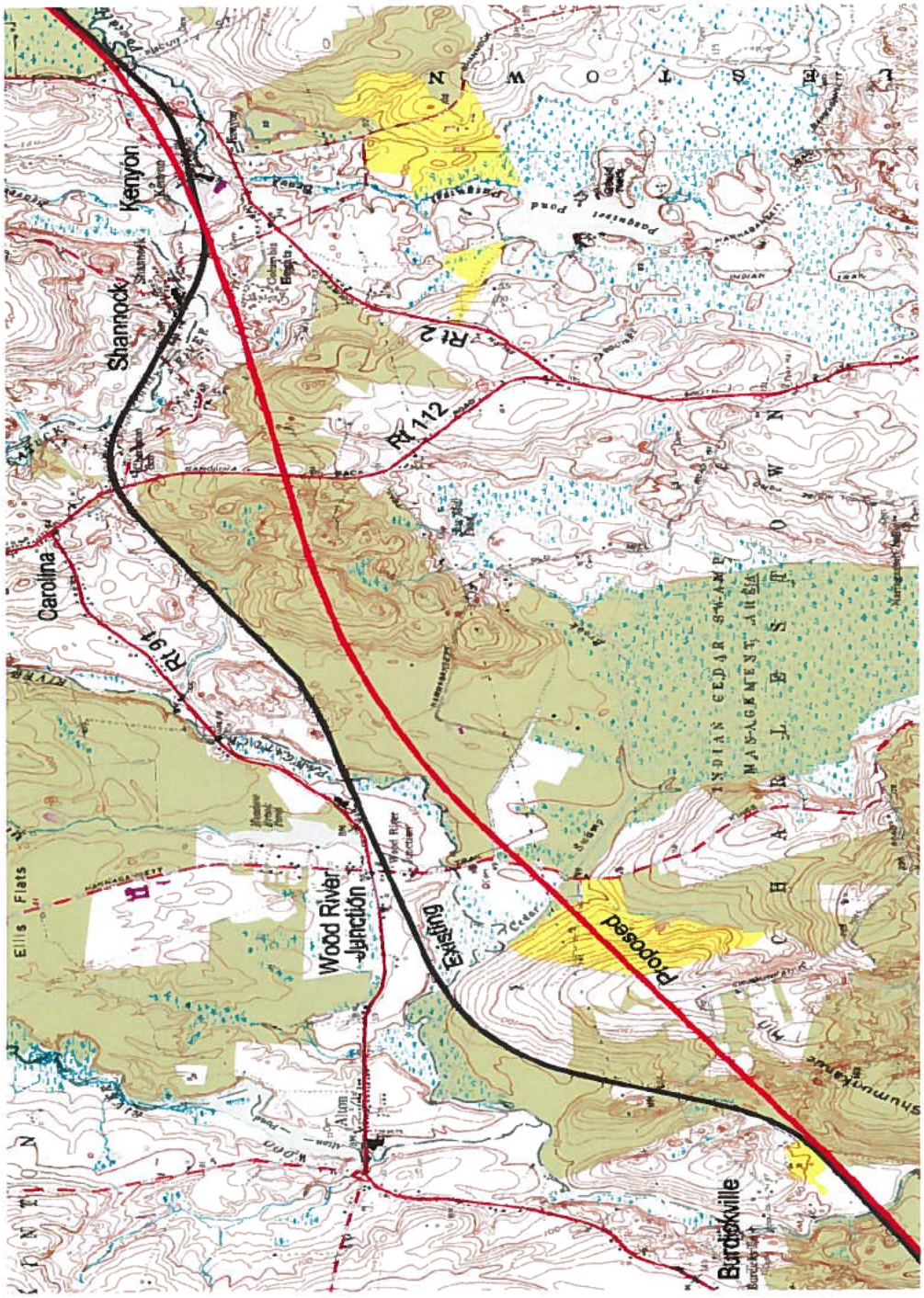
- Map of Proposed Route
- Town Presentation of Issues:
  - Open Space 1,800 Acres
  - Narragansett Tribal Land
  - Open Space Conserved in Perpetuity
  - Homes
  - Farms
- Constituent Statements
- Summary: Drop the Bypass from the Tier 1 Final EIS

F-0636 Coulter_William

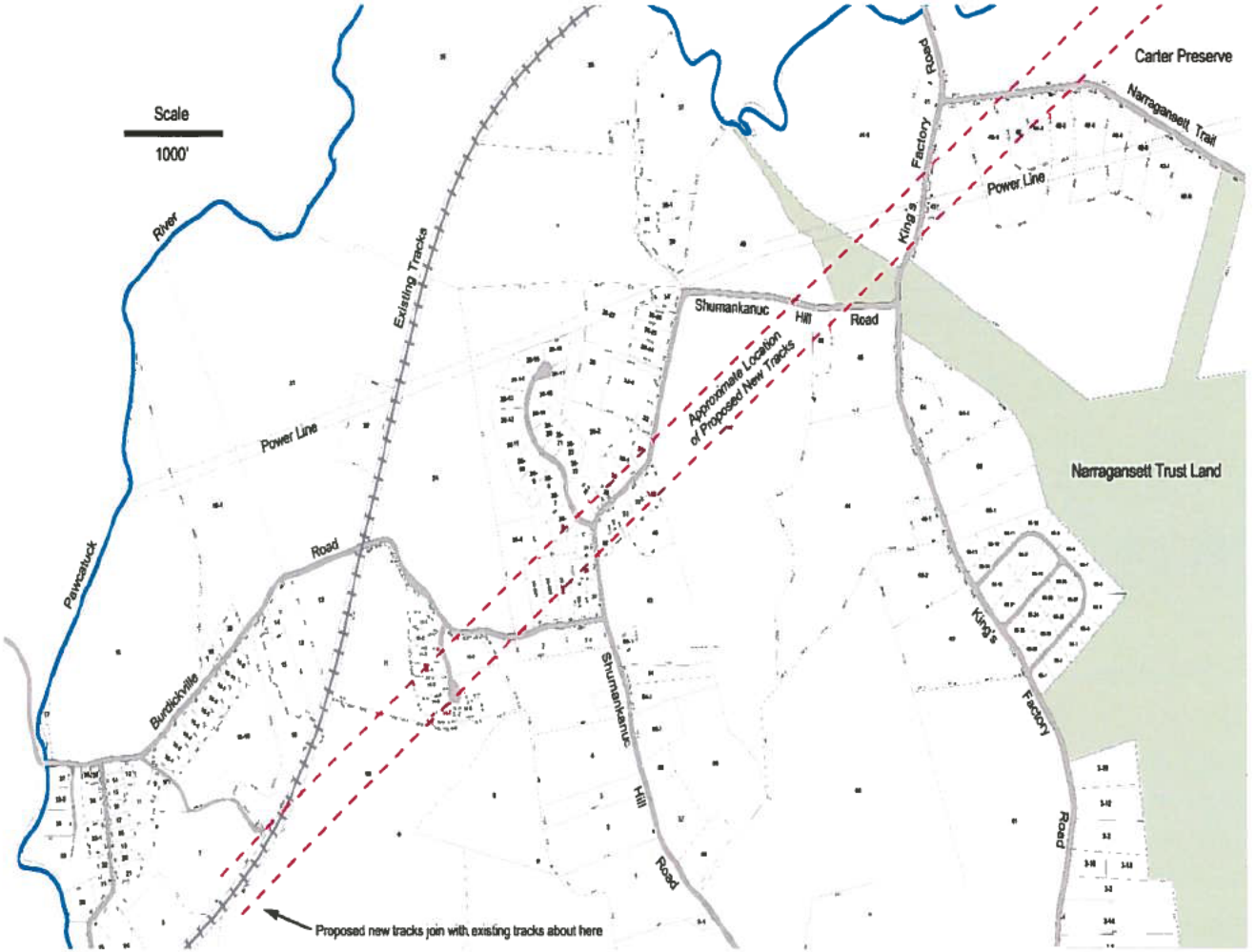
Maps (Westerly):



Charlestown:



Shumankanuc Hill & Narragansett Tribal Land:



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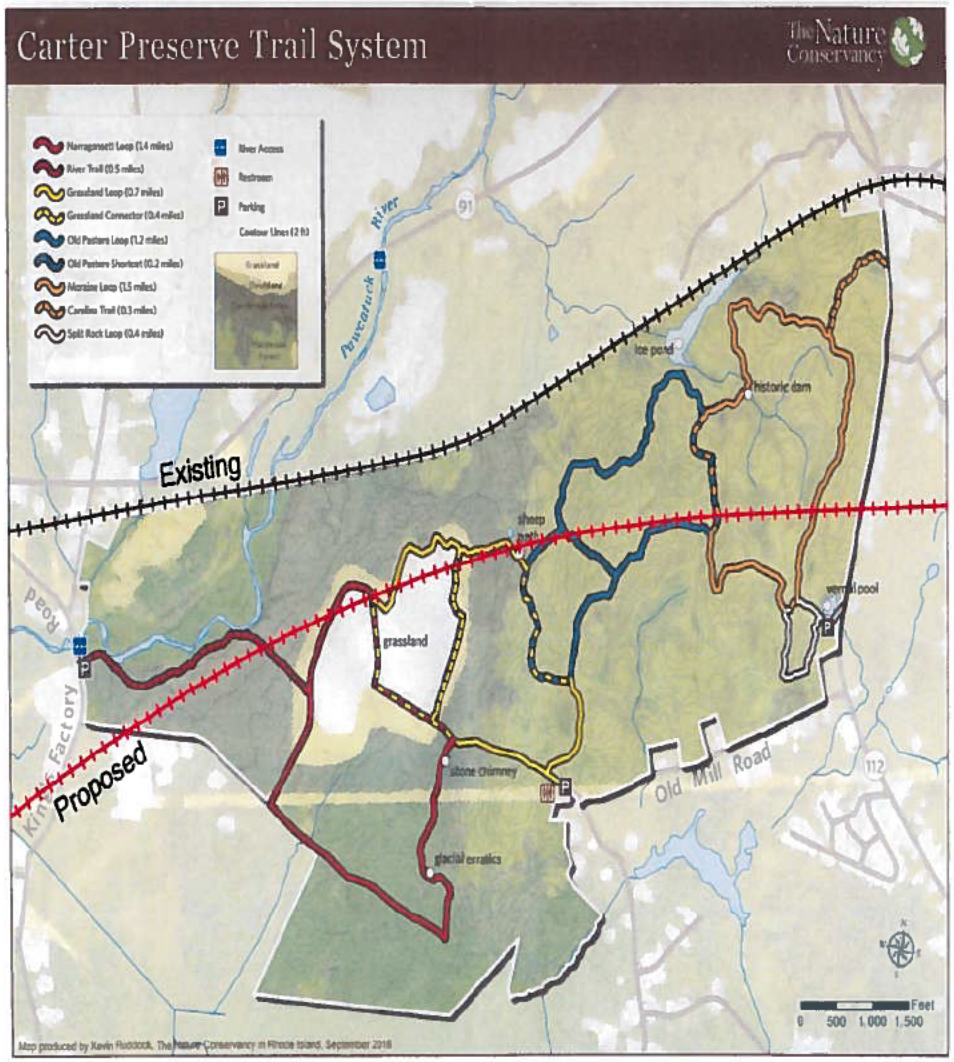
Tribal Property & Carter Preserve:



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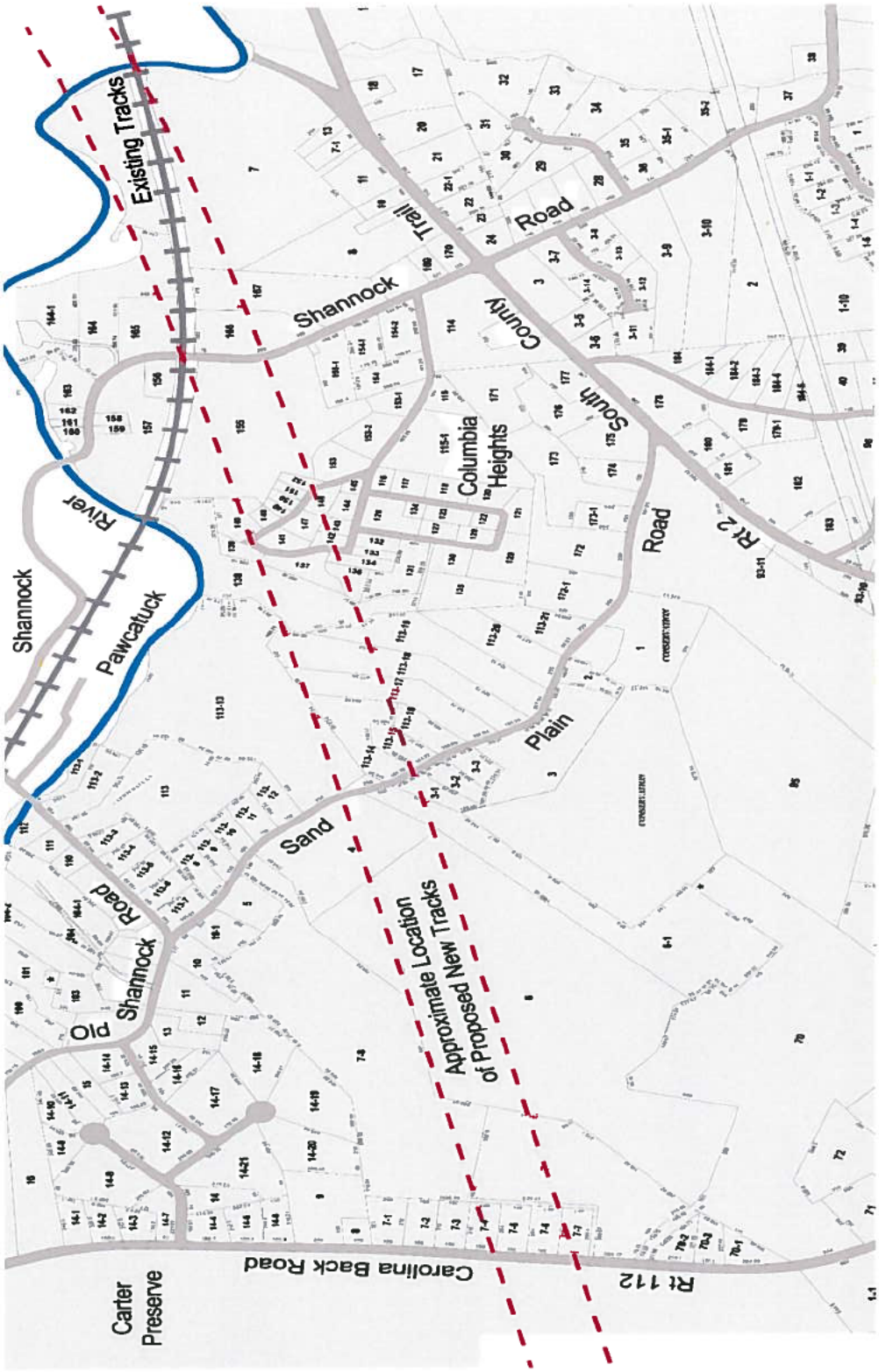
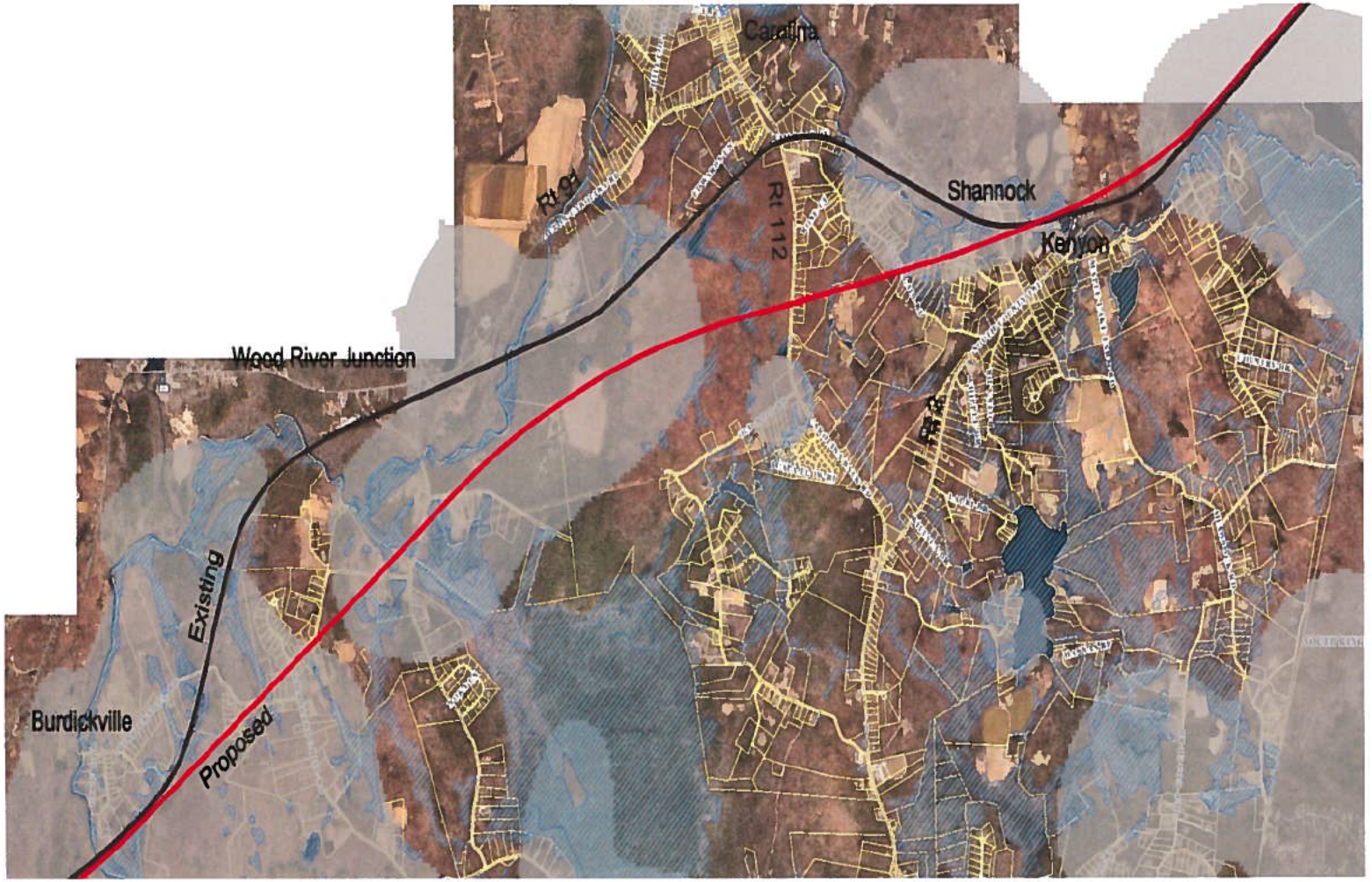
Shannock & Columbia Heights:



Kenyon:

Great Swamp
Proposed
Existing
Road
City
Biscuit
Road
Rochmond
Charlestown
Rhode
Route 2
Pawcatuck
Stanton
Kenyon
Lewiston Ave
Proposed
Existing
Kenyon

1,800 Acres of Critical Protected Land:



F-0636 Coulter_William

Farms and Homes:

Farms:

- Stoney Hill Farm - - 4 Generations
- Fenner Farm
- Amos Green Farm - - Since Revolutionary War

- Homes:
  - Shumankanuc Hill Rd.
  - Hidden Meadows
  - Carolina Back Rd.
  - Columbia Heights
  - Kenyon

F-0636 Coulter_William

Open Space Conserved in Perpetuity

- 5.6 Mile Route - - 3.85 Miles through Open Space Conserved in Perpetuity
- Westerly: Grills Preserve and Riverside
- Charlestown:
  - Narragansett Tribal Land
  - 1,100 acre Carter Preserve

F-0636 Coulter_William

Issues:

- $130 B Unfunded
- Higher Priorities:
  - Hudson Tunnel
  - NYC, Stamford and New Haven Chokepoints
- Open Space Conserved in Perpetuity
  - State, TNC and Town must defend
- Tunnel through Shumankanuc Hill slows train to < 100 mph
- CT. Home Values dropped 25%
  - Cloud remains for residents for 30 to 50 years
  - Unfair since unfunded
- Every Legislator from Washington County Signed an Objection Letter

F-0636 Coulter_William

The Town of Charlestown Requests Governor Raimondo Write a Letter to the FRA by January 31, 2017:

Drop the Bypass from the Tier 1 Final EIS

F-0636 Coulter_William

Northeast Corridor FUTURE, Washington, DC to Boston, MA
Tier 1 Final EIS
A RESOLUTION IN OPPOSITION TO THE PREFERRED ALTERNATIVE IN CHARLESTOWN, RI

The Town Council of the Town of Charlestown hereby resolves as follows:

WHEREAS, the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS, the proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS, through lack of specific outreach on the part of the Federal Railroad Administration, the Town of Charlestown, its citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown, and as a result there were no comments received from the Town or interested parties in Charlestown during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS, the review and outreach that the Town of Charlestown, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS, the scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe
4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS, the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a period of time which the Town of Charlestown considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS, the Town of Charlestown will bear a significant burden due to loss of areas of environmental, historic, agricultural and social importance without commensurate benefits to the community as a whole.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Charlestown hereby opposes a change to the railroad alignment within its borders, and authorizes its Town Administrator to undertake the following:

1. Prepare and send a letter of opposition to the Federal Railroad Administration, along with a request to extend the comment period on the Tier 1 Final EIS to April 1, 2017.

2. Prepare and send a letter to Governor Raimondo of Rhode Island stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way, with copies to all of its federal and state legislators.

3. Prepare and send letters to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse and Congressman James Langevin stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way.

4. Prepare a detailed response to the contents of the Final EIS, as time may allow, including evidence of incomplete and inaccurate data and improper process, to be distributed to all involved agencies and officials.

5. Prepare and send a request to all municipalities within the State of Rhode Island, requesting support of this resolution.

6. Invite a joint resolution with our neighboring towns in Washington County.

The resolution shall take effect upon passage.

By resolution of the Charlestown Town Council
at a meeting duly held on January 10, 2017.

Amy Rose Weinreich. CMC

Attested To By
Amy Rose Weinreich, CMC Town Clerk

Executive Summary of Deficiencies in Federal Railroad Administration Northeast Corridor Analysis of Tier 1 Final EIS in Charlestown, RI, or the Old Saybrook, CT to Kenyon, RI Bypass

January 10, 2017, the Charlestown Town Council held a public hearing and over 500 residents unanimously objected to the Old Saybrook to Kenyon Bypass.

432 residents signed a petition that night to object to the Bypass. The line to sign the petition went out the door, so many did not object on the petition. Another petition with 2,514 signatures opposing the Bypass was presented to the Charlestown Town Council.

Representatives from Senator Reed, Senator Whitehouse and Congressman Langevin along with two Amtrak representatives were present, but no one from the FRA or the Governor, even though they were invited, attended.

EIS has data omissions and erroneous decisions in the following areas:

- Land Cover
- Agricultural Lands
- Narragansett Tribal Lands
- Parklands and Wild and Scenic Rivers
- Hydrologic/Water Resources
- Ecological Resources
- Geologic Resources
- Hazardous Waste and Contaminated Material Sites
- Cultural Resources and Historic Properties
- Visual and Aesthetic Resources
- Environmental Justice
- Noise and Vibration
- Parklands, Conservation and Historic Resources

These flaws in the EIS are mainly caused by the omission of the following from the data, working west to east. These omissions from the EIS represent 1,797 or nearly 1,800 acres of permanently protected open space that the rails pass through and will be fragmented. There are also many other open space properties that are protected with permanent conservation easements that are in this vicinity that the rails don't pass through, but that are also omitted from the calculations having to do with context:

Open Space, preserved in perpetuity, Tribal Property, Farms and Homes:

- Westerly: The Grills Preserve in nearby Westerly is underestimated. The Grill's Preserve is a 550-acre conservation area with over 2 and 1/2 miles of river frontage. The EIS lists this as 480 acres. The Riverwood Preserve in Westerly is omitted from the EIS data. Riverwood Preserve is part of the Westerly Land Trust's Pawcatuck River Corridor Initiative. It consists of 148 acres of woodland, rocky ridges and fresh water wetlands adjacent to the Pawcatuck River and the Boy Scout Camp.
- The Pawcatuck River and Wood Pawcatuck River are crossed several times in Charlestown and Westerly by the new train tracks. These rivers are nominated by Congress as Wild and Scenic Rivers. They are protected from development by the ongoing Wild and Scenic study sponsored by the National Park Service. The EIS does not list any Wild and Scenic Rivers in Rhode Island.
- After passing through Burlingame, which the EIS acknowledges as an impacted parkland property, the proposed rail lines pass through Hidden Meadows Open Space. The Town of Charlestown owns a permanent conservation easement on this 25.3-acre conservation/passive recreation area. This parcel is contiguous on four sides with larger parcels of Burlingame and a seven acre parcel of conservation land of The Nature Conservancy. Both of these protected conservation areas are omitted from the EIS.
- After passing through private homes, the rails cut across Burlingame Estates Open Space, a 31.5-acre

conservation/ passive recreation open space omitted from the EIS. The Town of Charlestown owns a permanent conservation easement on this property.

- The Burlingame Estates open space parcel and the Hidden Meadows open space are contiguous with the 124.58 state owned conservation land. It lies between them. The new rails pass through this state owned and permanently protected property, but it is omitted from the EIS.
- The rails then pass through about a dozen homes before entering the 142-acre Stoney Hill Farm. This is a farm to table operation with cows, horses, hay, pigs, and chickens. They sell grass fed beef, pork, chickens, eggs, and Thanksgiving turkeys at the farm and at farmers markets. The farm is enrolled in the Farm Forest and Open Space (FFOS) program. Under this program the farmer has given up the right to develop their land for an extended period, usually 15 years or longer. Protecting, preserving, and promoting this type of farming operation is a priority of both the town and state. This farm and its important status are omitted from the EIS.
- The rails then pass through or close by another farm. The farm is a 15.39-acre farm, contiguous with the Stoney Hill Farm and also nearly contiguous with tribal conservation land across Kings Factory Rd. and Shumankanuc Rd. This farm is omitted from the EIS.
- Another wooded area contiguous with the Stoney Hill Farm. This property recently placed a permanent conservation easement on 45 acres. The permanent conservation easement is held jointly by The Nature Conservancy and the Charlestown Land Trust. In December of this year The Nature Conservancy announced the new conservation easement as follows, *"The 45 acre Heinz property is just southwest of the Carter Preserve, and contributes to a growing corridor of conservation along the Pawcatuck River."* This conservation easement does not appear to be in the direct path of the train but it is close by and contiguous with other farms that are in the train's path. This wooded area and its status as legally protected/conserved land is omitted from the EIS.
- The train then crosses Shumankanuc Rd. and enters Narragansett Tribal Land. This parcel was formerly part of the Indian Cedar Swamp Management Area, a RI state wildlife management area. When it was transferred to the Tribe in 1978 as part of the Settlement Act, it was transferred with a permanent conservation easement that requires the land always remain conservation land and not ever be developed. The Tier 1 Final EIS claims that no tribal land is crossed or impacted anywhere by the plan for high-speed rail anywhere in the corridor from Washington DC to Boston. But in this case, tribal land is crossed and that land also is protected by a conservation easement.
- The proposed rail lines then cross 59-acre farm contiguous with the Pawcatuck River and the Carter Preserve. This farm is omitted from the EIS.
- The new rail line then crosses Kings Factory Rd. and the Botka Woods Open Space. This 116-acre Open Space has been recently approved for a permanent conservation easement to be held by the Town of Charlestown.
- After passing through the power line (green way) and four or five houses the proposed train tracks enter the 1,112-acre Francis C. Carter Memorial Preserve. Owned by The Nature Conservancy this property was acquired with help from The Champlin Foundations, the Doris Duke Charitable Foundation, and the Cove Point Foundation. This preserve is one of the largest protected properties in the state, but it was entirely omitted from the EIS. It joins several thousand acres of contiguous forest and contributes to an 11-mile corridor of open space running from the Ninigret National Wildlife Refuge to the state's Carolina Management Area. This conservation property has a strong policy supporting public access for passive recreation. There are seven miles of hiking trails, access for equestrians and bow hunting in season. The proposed rail lines run the length of the Carter Preserve fragmenting it into two roughly equal pieces.
- All of the land between the existing rails, the proposed rails, and Tribal land is occupied by the Carter Preserve. NEC Future has made clear a preference to avoid tribal land. For the rails in the Carter Preserve there is no place to move the rails to avoid parkland conversion except into the existing NEC right-of-way or across more tribal land.The new rail lines leave the Carter Preserve at Rt. 112, pass through a three or four frontage lots on Rt. 112 and then enters the Amos Green Farm. The Amos Green farm is a colonial era farm that is preserved in museum quality and is still a private residence. The 101-

acre farm is preserved with conservation easements held by the Charlestown Land Trust. It has recently been the site of Colonial Reenactments sponsored by the Charlestown Historical Society and is open to the public for other special events.

- The Fenner Farm is contiguous with the Amos Green Farm. Fenner is an 85-acre farm protected by a permanent conservation easement held by the Town of Charlestown. The two permanently protected farms make up about 185 acres of contiguous farmland that will be fragmented by the proposed rail lines. None of this permanently preserved agricultural land is mentioned in the EIS.
- Moving eastward the proposed route leaves protected open space and passes through or over residential land and then enters the Columbia Heights Historic District. This Historic District is another data omission in the EIS. Historic homes will be removed here for rails at grade. This is a very compact neighborhood. This entire Historic District is eligible for inclusion in the National Historic Register. The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register.
- The straightened tracks proceed on a half mile bridge to from Columbia Heights to the village of Kenyon where many homes are impacted.
- The Biscuit City Fishing Area, a Pawcatuck River access point fishing area was developed with Federal Fisheries Funds and RI Division of Fish and Wildlife funding. This access will be removed by the new rail project. The new rails will pass through here as they reconnect with the NEC in the Great Swamp.
- Other farms impacted are Riverside Farm, Oak Farm, High Meadow Farm and Sweetwater Farm. If any farmland in this area remains after construction, the land will be close to the trains and noise and vibration from passing trains may make this land unsuitable for the types of farming in this area, which is dominated by animal husbandry, grass fed beef, chicken and animal feed.
- The 1,800-acre figure does not include active farms bisected by the rail project. Most of these farms are entered into FFOS. These active farms that will be removed or damaged to the point that they can no longer be viable farms account for another acres that were omitted from the EIS.

Of the 5.6 miles of track straightening, 3.8 miles of parkland and protected Open Space are impacted. Where the Town, State of Rhode Island, local Land Trust, or The Nature Conservancy hold a permanent conservation easement, they have a legal obligation to stop the sale or conversion for a use other than conservation/passive recreation/agriculture as specified in the easements.

The proposed track of the rails is through an east-west corridor of open space that spans nearly the width of the town. This section is part of an 11 mile north-south corridor of open space that extends from the Ninigret National Wildlife Refuge at the ocean, north through Burlingame and Narragansett Tribal land, through the Carter Preserve, and then connecting with the Carolina Wildlife Management Area in Richmond. The east-west corridor also provides more wildlife and potential recreation access to the Pawcatuck River, a nominated Wild and Scenic River. The tracks impact the wildlife corridor from the Ocean to Richmond and beyond.

With the acquisition of the Carter Preserve by The Nature Conservancy in 2001, this area became a focus of additional acquisition by TNC, RI DEM, Charlestown Land Trust, and others. The purpose of these acquisitions is to build an ever larger un-fragmented area of wildlife habitat, to make open space connections to the Pawcatuck River, and to create an ever richer experience for the public who use these lands for passive recreation. The Town of Charlestown uses this area of our town as part of a package of eco-tourism destinations.

US Fish and Wildlife Great Thicket National Wildlife Refuge:
The recently approved Great Thicket National Wildlife Refuge is not mentioned in the EIS. USF&W can purchase up to 3,200 acres in Southern Rhode Island.

Wood-Pawcatuck Sole Source Aquifer:

The impact on drinking water in all of Southern Rhode Island was overlooked. This will be disturbed by both construction and new rolling freight.

United Nuclear Corporation (now the TNC Carter Preserve) Ground Pollution:
The EIS doesn't identify the former UNC site as an archived superfund site, but it will disturb a tremendous amount of soil in this area.

Cultural Resources and Historic Properties:
Representative Route includes three NRHP-listed properties: the Old Lyme Historic District in Connecticut; the Bradford Village Historic District in Rhode Island; and the Shannock Historic District in Rhode Island. There are also multiple historic districts in Rhode Island, including the Bradford Village Historic District, Shannock Historic District, and Westerly Downtown Historic District in Washington County. Impact on Columbia Heights is not mentioned. The Columbia Heights Historic District is on the list of Historic Districts at RI Historic Preservation. The entire district is eligible for listing in the National Register. Historic homes will be removed in this very compact neighborhood. This entire Historic District is eligible for inclusion in the National Historic Register. The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register and from Columbia Heights as well. Kenyon is also a Historic District eligible for listing on the National Register.

Narragansett Tribal Lands:
The FRA did not identify property-specific tribal resources. The proposed route passes over Tribal land at Kings Factory Road.

Environmental Justice:
Impact on the Tribe (a minority community) and Columbia Heights (an eligible low/mod community) is not mentioned. These are both environmental justice issues that were omitted from the EIS.

Tunnel Impacts on Train Speed:
If the tracks are straightened, a tunnel will have to be bored in Charlestown under Shumankanuc Hill. The speed limit will have to be reduced to under 100 mph entering and through the tunnel due to a "piston" effect that would cause the train windows to implode.

Noise and Vibration:
The FRA defined the Affected Environment as a 5,000-foot-wide swath centered along the Representative Route. Increased noise and vibration would be experienced along the route. Wild and farm animals would be disrupted greatly.

Summary of Public Health Effects:
The following effects were identified by the FRA as having the greatest potential risk to public health:
Degradation of water quality, including public drinking supplies

- Disturbance of hazardous waste and contaminated materials
- Increased or prolonged exposure to noise and vibration
- Temporary construction related effects on air quality, such as fugitive dust emissions and operation of construction equipment and disruption in traffic during construction

Irreversible and Irretrievable Commitment of Resources:
With the exception of leaving the rails in the current NEC, there is no change of route that will not go through Narragansett Tribal Property, homes, neighborhoods, farms, the Carter Preserve and other open space. Loss of these natural and cultural resources cannot be mitigated and they cannot be replaced, ever.

Construction and Tunneling:
Construction of the Preferred Alternative would require construction staging areas. Even though

temporary, these areas would disrupt wildlife and habitat that might not recover.
If a tunnel were to be dug by a Tunnel Boring Machine (TBM), the Acela speed would have to be reduced to less than 100 mph. The cost for that tunnel would be from $500 M to $1 B for no gain in travel time.

Conformance with local Charlestown Comprehensive Plan and State Guide Plans:
Every section of the Charlestown Comprehensive Plan that has been approved by Rhode Island Statewide Planning is violated.

Rhode Island State Legislator Objections:
Every Washington County Legislator signed a letter of objecting to the Bypass.

Connecticut Congressional Delegation, Governor and impacted residents opposition:
Connecticut residents already report a 25% decline in property values. Both Rhode Island and Connecticut impacted residents have this sword hanging over Charlestown's head for the current and distant future is unacceptable for a 30 to 50 year $130 B project that is unfunded and may never be funded.

Summary:
Charlestown residents depend upon Governor Raimondo, Senator Reed, Senator Whitehouse and Congressman Langevin to speak in one voice to have the FRA drop the Old Saybrook to Kenyon Bypass. The straightening will greatly impact those along the proposed route for a little gain in time with increased speed and a great loss in property value through eminent domain taking. Residents will lose faith in the Federal and State government.

The Town of Charlestown requests letters to the FRA from the Governor, Senator Reed, Senator Whitehouse and Congressman Langevin to Drop the Old Saybrook, CT to Kenyon, RI Bypass from the Tier 1 Final EIS no later than January 31, 2017.

January 17, 2017

U.S. Department of Transportation
Federal Railroad Administration
Attn: Ms. Rebecca Reyes-Alicea
One Bowling Green, Suite 429
New York, NY 10004

Dear Ms. Reyes-Alicea,

I write to you as Executive Director of the Westerly Land Trust, on behalf of myself, the Westerly Land Trust Board of Directors, and Land Trust members and supporters to express concerns about the proposed NEC rail project and provide useful information for your team.

The Westerly Land Trust has reviewed the FEIS for the NEC as released on December 17, 2016 and has the following comments regarding the alternative that is identified as the preferred alternative. **We respectfully request that the Federal Railroad Administration and U.S. Department of Transportation include the Westerly Land Trust as a participating stakeholder during the Tier 2 evaluation process due to the serious impacts proposed to our open space conservation lands.**

The preferred alternative as shown in the FEIS would directly impact two Westerly Land Trust preserves: Grills Preserve and Riverwood Preserve. Both preserves would be bisected, resulting in wildlife habitat loss and fragmentation, loss of public recreational trails and impacts to rare and endangered species. In 2008, a botanical inventory of the 550-acre Grills Preserve identified 17 rare plant species including 4 which are designated as State Endangered and 1 which is State Threatened. Several of the species found are located within the proposed alignment of the preferred alternative for the rail system. The Grills Preserve full botanical report including maps identifying plant locations is on file at the WLT office.

The Westerly Land Trust's acquisition of the Grills Preserve was funded with grant monies from the RI Department of Environmental Management (RIDEM), the Nature Conservancy, the Champlin Foundations, the Bafflin Foundation, the Doris Duke Foundation and the Forrest & Frances Lattner Foundation, as well as some individuals. Since purchasing the land in 2004, State funding from RI DEM and RI Department of Transportation and Federal funding from the US Fish & Wildlife Service and USDA Natural Resources Conservation Service have also been provided to the Land Trust to manage the property for invasive species control, wildlife habitat

enhancements and recreational trail improvements. These grant funded projects include the construction of a 75-foot aluminum pedestrian bridge over the Pawcatuck River that connects the Grills Preserve's many miles of public recreational trails to the Grills Wildlife Sanctuary owned by the Hopkinton Land Trust. Impacts resulting from the preferred alternative's construction, rail traffic and maintenance will greatly undermine the previous investment in this land by both State and Federal agencies, as well as private foundations.

It should also be noted that the Westerly Land Trust's Riverwood Preserve, a 148-acre nature preserve located just west of the Grills Preserve, is not identified in the FEIS. Therefore, the many acres of proposed impacts to this parkland are not included in the calculations, impact tables or narrative presented in the FEIS. Riverwood Preserve is shown on the enclosed map as the green conservation land west of Grills Preserve.

The FEIS describes the construction methods in Westerly to include tunnel and at-grade tracks. Because the proposed rail will be constructed within wetlands and over Westerly's Sole Source Aquifer that supplies the town's drinking water, tunnel construction impacts on groundwater flow and interception must be assessed and very seriously considered during impacts analysis.

In addition, the preferred alternative proposes multiple crossings of the Pawcatuck River, a vital natural resource within the Wood-Pawcatuck Watershed. Recognizing its significance, Congress passed the Wood-Pawcatuck Watershed Protection Act in 2014 which requires that the National Park Service complete a three year study to assess whether the Wood, Pawcatuck, Beaver, Chipuxet, and Queen Rivers meet the standards to be included in the National Wild and Scenic Rivers System. This study is currently underway but the protection it offers is not referenced anywhere in the FEIS. Construction activities necessary to erect the railroad bridges and elevated tracks through wetlands would be detrimental to river ecosystems, water quality and recreational uses of the river. Following construction, ongoing maintenance of these structures may pose additional concerns. WLT looks forward to the FRA's initiation of additional consultations with the National Park Service related to the CT and RI Wild and Scenic River segments that are proposed to be traversed by the preferred alternative.

The Westerly Land Trust is also concerned about the effect that the new alignment and high speed rail service will have on the Westerly train station. In addition to conserving open space, the Land Trust plays a key role in revitalizing downtown Westerly through its urban initiative with projects such as a public ice rink on Main Street and the United Theatre to be redeveloped as a multi-purpose arts complex. A viable and active train station is important to the growth, future and health of our community and Westerly station has always been viewed as an important element of this downtown. Keeping our train station open and available with frequent train stops is essential for continued resurgence of downtown Westerly. The Land Trust urges FRA not to reduce service to this long standing train station.

Please seriously consider these comments and points of information that were not part of the initial study during the selection of the NEC alternative. The alternative currently identified in the FEIS as the preferred alternative will have profound impacts on Westerly's natural resources and environment.

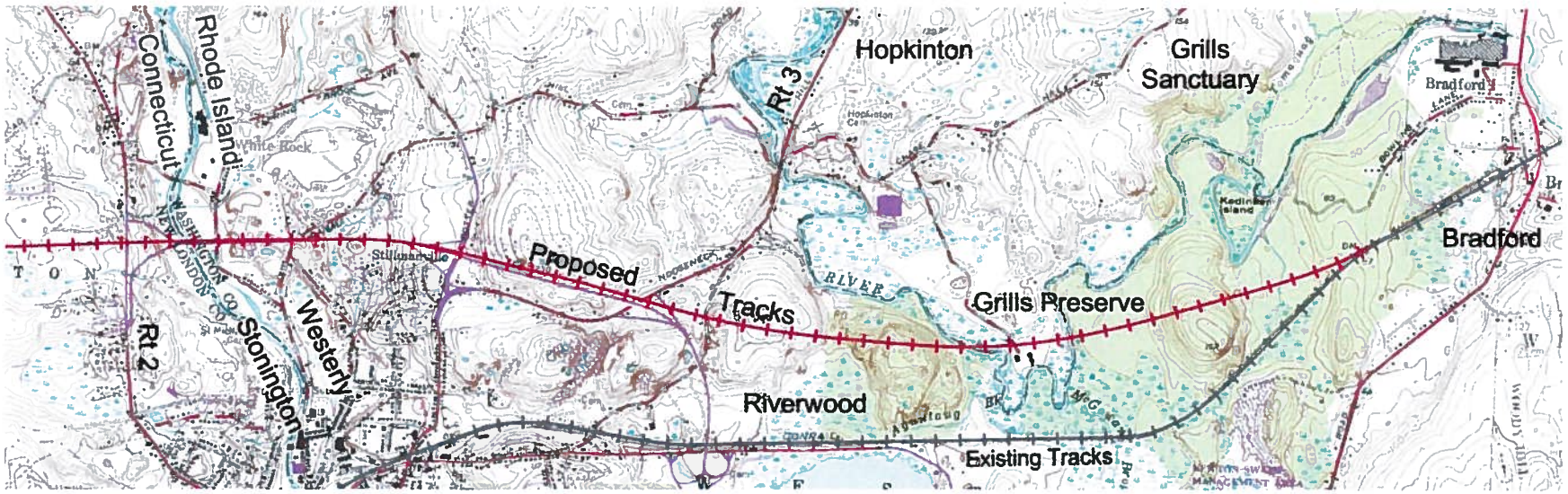
I can be reached at execdir@westerlylandtrust.org or 401-315-2610 for further discussion and for inclusion in the Tier 2 review process at the time it may occur.

Sincerely,

Kelly Presley
Executive Director

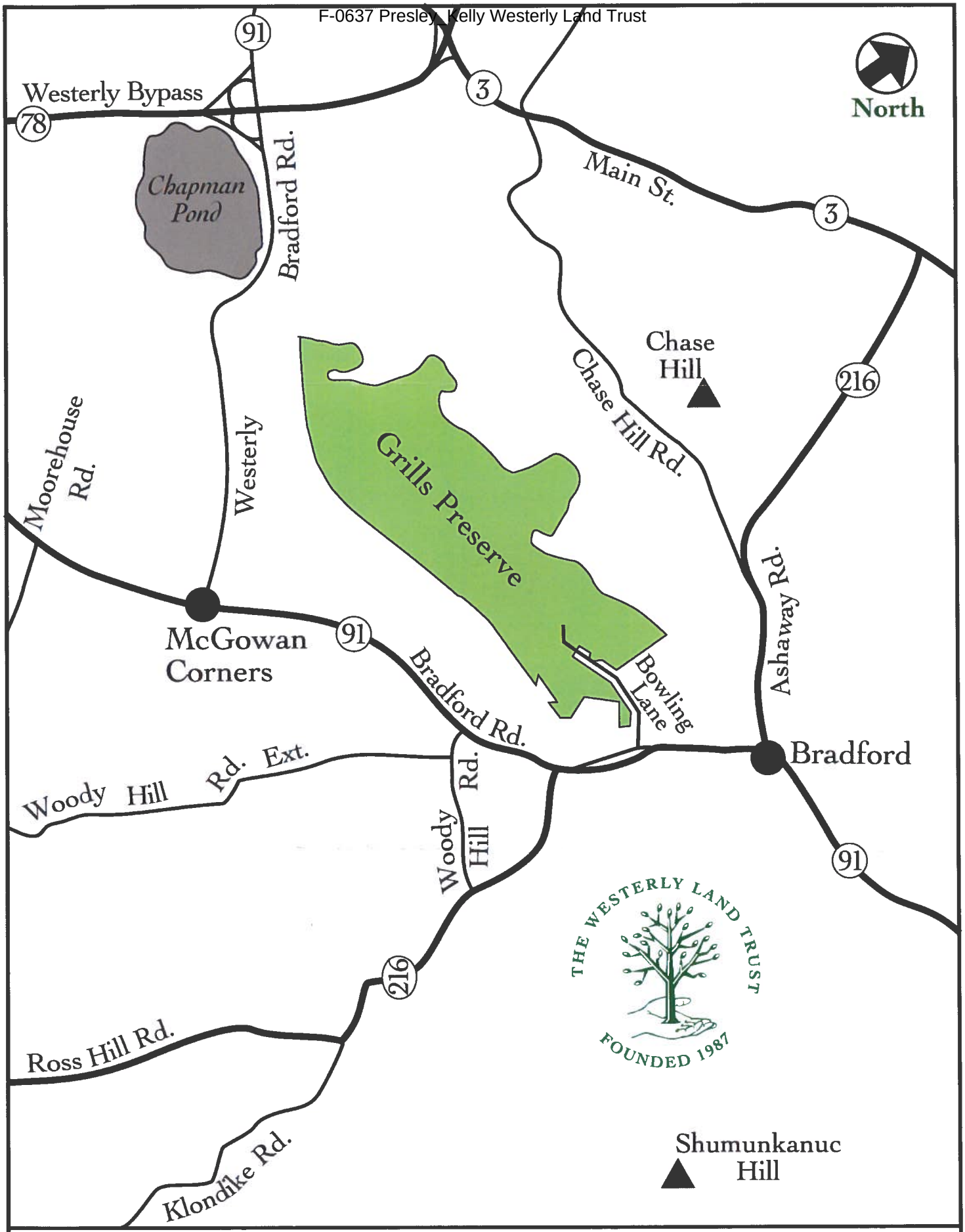
Enclosures

Westerly Topographical Map with Rail Alignment

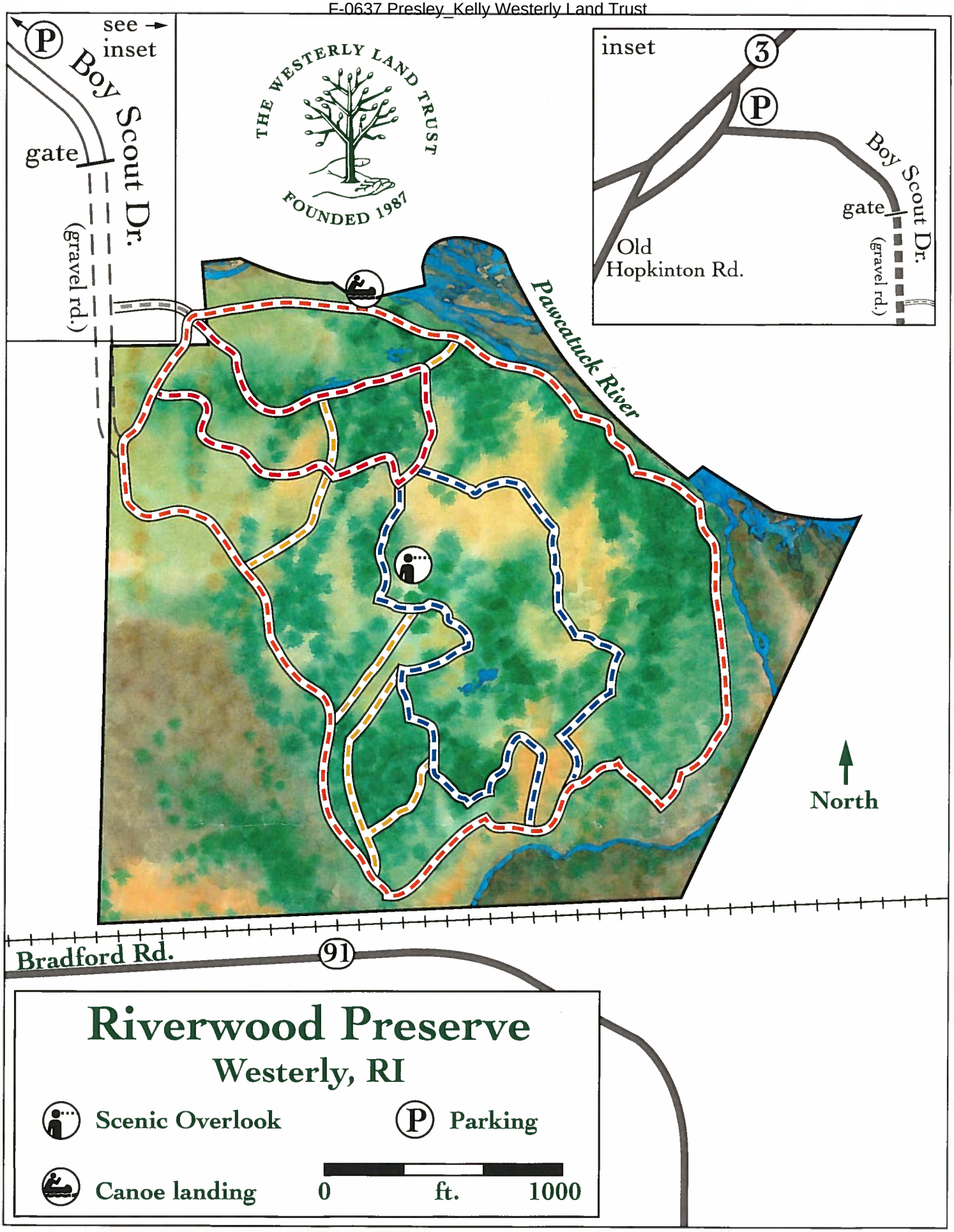


F-0637 Presley_Kelly Westerly Land Trust

Perimeter trails: 4.6 miles
Blue Trail: 2.3 Miles
Yellow Trail: 2.3 Miles
Cross Country Trail: 1.5 Miles
Trail Head to Polly Coon Bridge: 1.2 miles
Tomaquag Trail
Polly Coon Bridge
kiosk
Big Hill
Kedinicker Island
Grills Wildlife Sanctuary, Hopkinton
THE WESTERLY LAND TRUST
FOUNDED 1987
Railroad
Big Rock
Pawcatuck River
Bradford Rd.
91
kiosk
P
North
Bowling La.
Grills Preserve
Westerly, RI
Scenic Overlook
Parking
Canoe landing
Cemetery
Cross Country Trail
Foot Path
Bridge
Old Dirt Road
0
ft.
1,000



Grills Preserve, Westerly Land Trust



Westerly Land Trust maps are made possible through the generosity of the Voss Hutton Memorial Fund.

F-0638 CookMartin_Elizabeth Hopkinton

Town Clerk's Office

TOWN HOUSE ROAD, HOPKINTON, R. I. 02833

January 18, 2017

Rebecca Reyes-Alicea, NEC FUTURE Program Manager
Northeast Corridor Joint Program Advisor
US Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Subject: Preferred Alternative of the Northeast Corridor FUTURE, Washington, DC to Boston, MA Tier 1 Final EIS

Dear Ms. Reyes-Alicea,

During the regularly scheduled Town Council Meeting held in Hopkinton on the 17th of January 2017, the Hopkinton Town Council voted unanimously to adopt the enclosed Resolution opposing the preferred alternative of the Northeast Corridor, Washington, DC to Boston, MA Rail Line. Important reasons the Town Council had in opposing the proposed plan are enumerated in the Resolution itself: this proposal would destroy dozens of private homes; it would decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon; it would cross land owned by the Narragansett, a federally recognized Indian Tribe; it would fragment historic and active farmland; it would fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River; it would pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity; it would require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River; it will lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge; it would lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer.

The Hopkinton Town Council opposes the proposed plan and prefers that it remains in the current right of way.

Thank you.

Sincerely,

Elizabeth J. Cook-Martin
Town Clerk

Cc: Town Council

Enclosure

TOWN OF HOPKINTON, RI
RESOLUTION

A RESOLUTION IN OPPOSITION TO THE FEDERAL RAILROAD ADMINISTRATION PREFERRED ALTERNATIVE FOR THE FUTURE NORTHEAST CORRIDOR - WASHINGTON, DC TO BOSTON, MA RAIL LINE

WHEREAS, the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS, the proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS, through lack of specific outreach on the part of the Federal Railroad Administration, the affected Towns, the citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown and Westerly, and as a result there were no comments received from the Towns during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS, the review and outreach that the Town of Charlestown, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS, the scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe
4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS, the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a period of time which the Town considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS, the impacted Towns will bear a significant burden due to loss of areas of environmental, historic, agricultural and social importance without commensurate benefits to those communities as a whole; and

WHEREAS, the Town Council of the Town of Charlestown has invited the neighboring Towns in Washington Council to consider a resolution supporting Charlestown's position.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Hopkinton hereby opposes a change to the railroad alignment and authorizes this resolution be sent to the Federal Railroad Administration, to Rhode Island Governor Gina Raimondo, to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse, Congressman James Langevin and our local delegation showing the Town's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way.

Adopted: January 17, 2017

ATTEST: Elizabeth J. Cook-Martin
Elizabeth J. Cook-Martin
Town Clerk

State of Rhode Island and Providence Plantations

General Assembly

January 17, 2017

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

To Whom It May Concern:

We write concerning the Federal Railroad Administration's proposal for the Northeast Corridor. While we support rail service and support efforts to increase the efficiency of rail travel, we have serious concerns about the proposal, specifically the Old Saybrook-Kenyon bypass through Connecticut and Rhode Island.

This bypass goes through wetlands, aquifers, nature preserves, designated open space, private property and farmland. The effect this project would have on southwestern Rhode Island would be enormous. There are quality of life implications, environmental threats and historic preservation concerns.

The undersigned represent every House and Senate district in Washington County. While we support some aspects of the proposal and support rail service in general, we unequivocally oppose this bypass. We look forward to working with you to find alternatives to this bypass.

Sincerely,

Sen. Dennis L. Algiere
SENATE MINORITY LEADER

Rep. Brian Patrick Kennedy
SPEAKER PRO TEMPORE

Sen. Elaine J. Morgan
DEPUTY MINORITY WHIP

Rep. Samuel A. Azzinaro
HOUSE DISTRICT 37

Rep. Blake A. Filippi
HOUSE MINORITY WHIP

Rep. Justin Price
HOUSE DISTRICT 39

Sen. Mark W. Gee
SENATE DISTRICT 35

Sen. Nicholas D. Kettle
SENATE MINORITY WHIP

Sen. Leonidas P. Raptakis
SENATE DISTRICT 33

Sen. James C. Sheehan
SENATE DISTRICT 36

Sen. V. Susan Sosnowski
SENATE DISTRICT 37

Rep. Julie Casimiro
HOUSE DISTRICT 31

Rep. Robert Craven
HOUSE DISRICT 32

Rep. Kathleen Fogarty
HOUSE DISTRICT 35

Rep. Carol Hagan McEntee
HOUSE DISTRICT 33

Rep. Sherry Roberts
HOUSE DISTRICT 29

Rep. Teresa A. Tanzi
HOUSE DISTRICT 34

Town of Westerly
Rhode Island

OFFICE OF THE TOWN COUNCIL
James V. Silvestri, President

Town Hall
45 Broad Street
Westerly, RI 02891
TEL: (401) 348-2505
FAX: (401) 348-2571

January 25, 2017

Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
Federal Railroad Administration
1200 New Jersey Avenue, NE
Washington, DC 20590

Re: High Speed Rail By-Pass

Dear Ms. Reyes-Alicea,

The Westerly Town Council wants to applaud efforts in diverting a high-speed rail through Providence. We further encourage yourself, your officers and agencies to work toward other transportation alternatives, such as a monorail system or other efficient and fast methods, such as development within the I-95 corridor or existing rail right-of-way.

Part of that plan, as you are aware, the Federal Railway Administration (FRA) has designed a "by-pass" of its current rail line that extends from Old Saybrook, through New London, and Stonington, Connecticut and then through Westerly, Rhode Island, of which will now exclude the current train station in downtown Westerly and instead run through the northern part of Westerly.

As we have notified your office, our federal and state legislative delegation, several state offices, and others, the Town Council of Westerly is entirely and unanimously opposed to this change.

In the proposed by-pass design, the track will run directly over the Town's main aquifer, which supplies 70% of the drinking water to the Town and through the Town's well field, putting our wells and the public's health in jeopardy. Further, the track extends through local and state-designated open space, conservation, and passive recreational areas. One such area is a vital, natural water retention area that protects the Town from flooding and other water damage.

We are dumbfounded that none of the above areas or concerns were addressed, nor mentioned, in the environmental assessment of the FRA plan.

As the Town exerts all efforts to oppose and modify this plan from Tier One planning, we are starting to plan should this railway become a reality. In doing so, we are researching options for a Weekapaug or Watch Hill-located desalinization plant that will generate the hundreds of millions of gallons per year that our current, natural aquifer generates. Misquamicut is not an option as it is too low-lying in elevation. We are also determining the best options and location to dispose of the brine from such plant. Preliminarily, this project will cost the Town over $80 million of dollars to purchase property, build a plant, and maintain the necessary licenses and permits; an unnecessary state and federal unfunded mandate that our residents will have to provide for.

Finally, the current train station is vital to our downtown's economic success. With the state-funded higher education facility recently completed in the downtown, the state would immediately be undermining the success of the college by eliminating the public transportation option for students and faculty. In turn, the more recent renaissance of the downtown would be reversed; quite a price to pay for a few minutes saved on a train.

We respectfully request that you seek a modification to this plan that includes the input and favorable opinion of this and other affected municipalities in the State of Rhode Island. Without such modification, I want to assure you that the Town Council is adamantly opposed to this plan and will exert all possible means and methods to oppose, delay, modify, and potentially remove this by-pass from the Tier One as well as the final plan, unless the location of the by-pass is altered and the opinion of this Council is heard and respected.

Very truly yours,

COPY

James V. Silvestri
President

CC: Town Council
File

Town of Westerly
Rhode Island

OFFICE OF THE TOWN COUNCIL
James V. Silvestri, President

Town Hall
45 Broad Street
Westerly, RI 02891
TEL: (401) 348-2505
FAX: (401) 348-2571

January 25, 2017

Governor Gina M. Riamondo
Office of the Governor
82 Smith Street
Providence, RI 02903

Re: High Speed Rail By-Pass

Your Excellency,

The Westerly Town Council wants to applaud your efforts in diverting a high-speed rail through Providence, as that is another step toward economic development and progress in the State. We further encourage yourself, your officers and agencies to work toward other transportation alternatives, such as a monorail system or other efficient and fast methods, such as development within the I-95 corridor or existing rail right-of-way.

Part of that plan, as you are aware, the Federal Railway Administration (FRA) has designed a "by-pass" of its current rail line that extends from Old Saybrook, through New London, and Stonington, Connecticut and then through Westerly, Rhode Island, of which will now exclude the current train station in downtown Westerly and instead run through the northern part of Westerly.

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As the Town exerts all efforts to oppose and modify this plan from Tier One planning, we are starting to plan should this railway become a reality. In doing so, we are researching options for a Weekapaug or Watch Hill-located desalinization plant that will generate the hundreds of millions of gallons per year that our current, natural aquifer generates. Misquamicut is not an option as it is too low-lying in elevation. We are also determining the best options and location to dispose of the brine from such plant. Preliminarily, this project will cost the Town over $80 million of dollars to purchase property, build a plant, and maintain the necessary licenses and permits; an unnecessary state and federal unfunded mandate that our residents will have to provide for.

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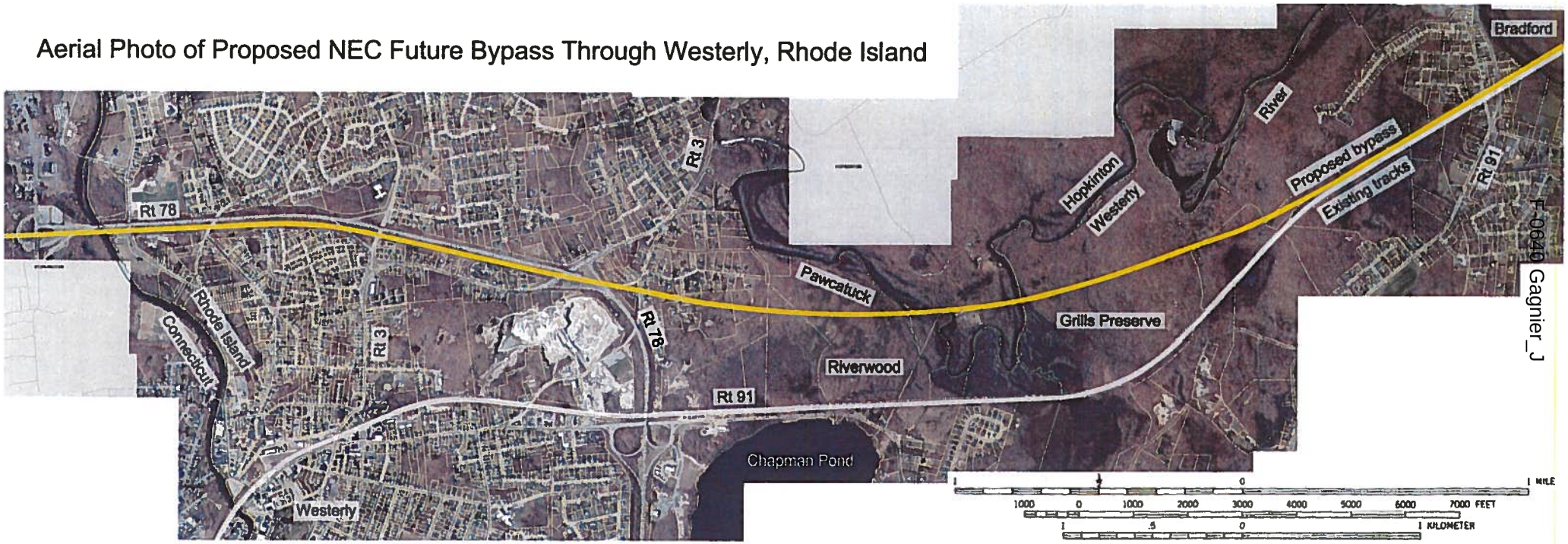
Very truly yours,

COPY

James V. Silvestri
President

CC: Town Council
File

Aerial Photo of Proposed NEC Future Bypass Through Westerly, Rhode Island



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Town of Westerly
Rhode Island

OFFICE OF THE TOWN COUNCIL
James V. Silvestri, President

Town Hall
45 Broad Street
Westerly, RI 02891
TEL: (401) 348-2505
FAX: (401) 348-2571

December 22, 2016

Honorable Jack Reed, US Senator
One Exchange Terrace
408 Federal Building
Providence, RI 02903

Re: High Speed Rail By-Pass

Dear Senator Reed:

On behalf of the Westerly Town Council I am writing to express our deep concern regarding recent reports that the Federal Railroad Administration is considering the inclusion of a high-speed rail bypass through Westerly, Rhode Island as part of NEC Future planning.

This bypass poses significant impacts to the communities and property owners in Washington County, Rhode Island. Plans for a second corridor bypassing downtown Westerly and the existing rail station may significantly impact existing funding and service along the current rail corridor. Further, plans for a bypass pose troubling impacts to the region's tourist economy, shared between Westerly, RI, and our neighboring community, Stonington, CT.

Given these planned and potential impacts, the lack of clear off-setting benefits for the communities and the importance of continuing rail service for Westerly, we respectfully request a letter of support from you in opposing the inclusion of a "Kenyon to Old Saybrook Bypass" as part of the NEC Future Preferred Alternative.

Sincerely,

James V. Silvestri
Town Council President

CC: Town Council

Town of Westerly
Rhode Island

OFFICE OF THE TOWN COUNCIL
James V. Silvestri, President

Town Hall
45 Broad Street
Westerly, RI 02891
TEL: (401) 348-2505
FAX: (401) 348-2571

December 22, 2016

Honorable Sheldon Whitehouse, US Senator
170 Westminster St., Suite 1100
Providence, RI 02903

Re: High Speed Rail By-Pass

Dear Senator Whitehouse:

On behalf of the Westerly Town Council I am writing to express our deep concern regarding recent reports that the Federal Railroad Administration is considering the inclusion of a high-speed rail bypass through Westerly, Rhode Island as part of NEC Future planning.

This bypass poses significant impacts to the communities and property owners in Washington County, Rhode Island. Plans for a second corridor bypassing downtown Westerly and the existing rail station may significantly impact existing funding and service along the current rail corridor. Further, plans for a bypass pose troubling impacts to the region's tourist economy, shared between Westerly, RI, and our neighboring community, Stonington, CT.

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Sincerely,

James V. Silvestri
Town Council President

CC: Town Council

Town of Westerly
Rhode Island

OFFICE OF THE TOWN COUNCIL
James V. Silvestri, President

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45 Broad Street
Westerly, RI 02891
TEL: (401) 348-2505
FAX: (401) 348-2571

December 22, 2016

Honorable James Langevin, US Representative
Summit South
300 Centerville Rd., Suite 200
Warwick, RI 02886

Re: High Speed Rail By-Pass

Dear Representative Langevin:

On behalf of the Westerly Town Council I am writing to express our deep concern regarding recent reports that the Federal Railroad Administration is considering the inclusion of a high-speed rail bypass through Westerly, Rhode Island as part of NEC Future planning.

This bypass poses significant impacts to the communities and property owners in Washington County, Rhode Island. Plans for a second corridor bypassing downtown Westerly and the existing rail station may significantly impact existing funding and service along the current rail corridor. Further, plans for a bypass pose troubling impacts to the region's tourist economy, shared between Westerly, RI, and our neighboring community, Stonington, CT.

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Sincerely,

James V. Silvestri
Town Council President

CC: Town Council

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Rhode Island

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January 17, 2017

Honorable Gina M. Raimondo
Office of the Governor
82 Smith Street
Providence, RI 02903

Re: High Speed Rail By-Pass

Dear Governor Raimondo:

On behalf of the Westerly Town Council I am writing to express our deep concern regarding recent reports that the Federal Railroad Administration is considering the inclusion of a high-speed rail bypass through Westerly, Rhode Island as part of NEC Future planning.

This bypass poses significant impacts to the communities and property owners in Washington County, Rhode Island. Plans for a second corridor bypassing downtown Westerly and the existing rail station may significantly impact existing funding and service along the current rail corridor. Further, plans for a bypass pose troubling impacts to the region's tourist economy, shared between Westerly, RI, and our neighboring community, Stonington, CT.

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Sincerely,

James V. Silvestri
Town Council President

CC: Town Council

Town of Westerly
Rhode Island

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James V. Silvestri, President

Town Hall
45 Broad Street
Westerly, RI 02891
TEL: (401) 348-2505
FAX: (401) 348-2571

October 3, 2016

Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: High Speed Rail By-Pass

Dear Ms. Reyes-Alicea:

On behalf of the Westerly Town Council I am writing to express our deep concern regarding recent reports that the Federal Railroad Administration is considering the inclusion of a high-speed rail bypass through Westerly, Rhode Island as part of NEC Future planning.

As you know, this bypass poses significant impacts to the communities and property owners in Washington County, Rhode Island. Plans for a second corridor bypassing downtown Westerly and the existing rail station may significantly impact existing funding and service along the current rail corridor. Further, plans for a bypass pose troubling impacts to the region's tourist economy, shared between Westerly, RI, Stonington, CT, and Mystic, CT.

Given these planned and potential impacts, the lack of clear off-setting benefits for the communities and the importance of continuing rail service for Westerly, we respectfully oppose the inclusion of a "Kenyon to Old Saybrook Bypass" as part of the NEC Future Preferred Alternative. Until the Federal Railroad Administration is able to discuss these plans and address these concerns with Town leaders and stakeholders in Westerly, the region will continue to oppose this proposal.

Sincerely,

James V. Silvestri
Town Council President

CC: Administrator Sarah Feinberg, Federal Railroad Administration
U.S. Senator Sheldon Whitehouse
U.S. Senator Jack Reed

State of Rhode Island and Providence Plantations
General Assembly

January 17, 2017

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

To Whom It May Concern:

We write concerning the Federal Railroad Administration's proposal for the Northeast Corridor. While we support rail service and support efforts to increase the efficiency of rail travel, we have serious concerns about the proposal, specifically the Old Saybrook-Kenyon bypass through Connecticut and Rhode Island.

This bypass goes through wetlands, aquifers, nature preserves, designated open space, private property and farmland. The effect this project would have on southwestern Rhode Island would be enormous. There are quality of life implications, environmental threats and historic preservation concerns.

The undersigned represent every House and Senate district in Washington County. While we support some aspects of the proposal and support rail service in general, we unequivocally oppose this bypass. We look forward to working with you to find alternatives to this bypass.

Sincerely,

Sen. Dennis L. Algiere
SENATE MINORITY LEADER

Rep. Brian Patrick Kennedy
SPEAKER PRO TEMPORE

Sen. Elaine J. Morgan
DEPUTY MINORITY WHIP

Rep. Samuel A. Azzinaro
HOUSE DISTRICT 37

Rep. Blake A. Filippi
HOUSE MINORITY WHIP

Rep. Justin Price
HOUSE DISTRICT 39

Sen. Mark W. Gee
SENATE DISTRICT 35

Sen. Nicholas D. Kettle
SENATE MINORITY WHIP

Sen. Leonidas P. Raptakis
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SENATE DISTRICT 36

Sen. V. Susan Sosnowski
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Rep. Julie Casimiro
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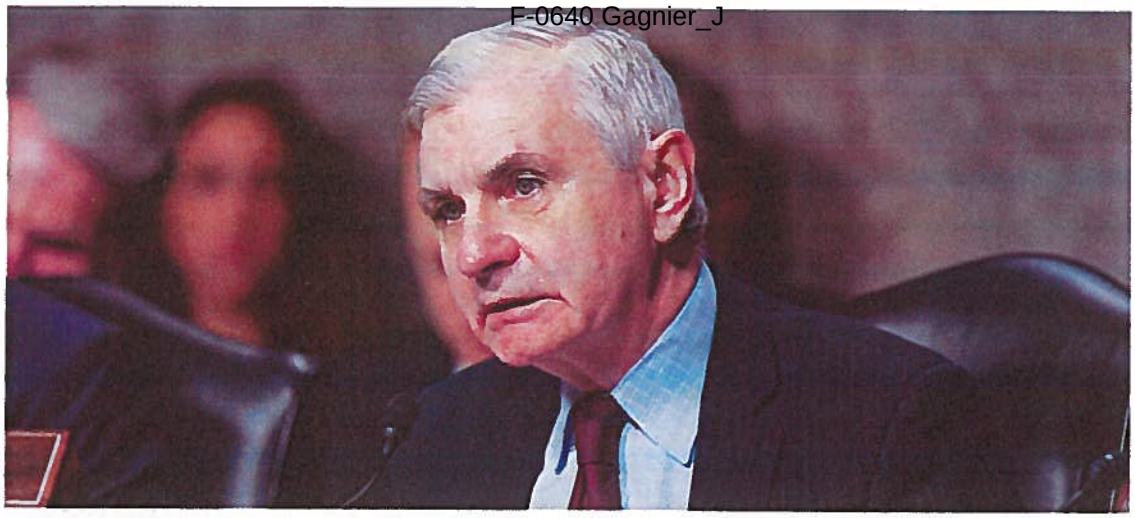


Reed: Deadline Extended for Public Comment on FRA's NEC FUTURE Rail Proposal

1/19/2017 — **WASHINGTON, DC – U.S. Senator Jack Reed** today announced that the Federal Railroad Administration (FRA) is extending the deadline for public comment on the Northeast Corridor (NEC) FUTURE preferred alternative.

The public comment period was scheduled to end January 31, 2017. At Senator Reed's request, the deadline for public comment will be extended at least several weeks so further input may be analyzed.

"I am pleased the FRA is extending the deadline to help ensure that all voices are heard and all options are considered. This must be an open, transparent process. This extension will give citizens more time to offer input and it will give the FRA more time to carefully study the data and make informed decisions. I am glad the FRA is not trying to rush the process, and I hope the incoming Trump Administration will honor that commitment," **said Reed**, the Ranking Member of the Appropriations Subcommittee on Transportation, Housing & Urban Development.

In 2012, FRA launched NEC FUTURE as a comprehensive planning initiative with the goal of informing future investment in the Northeast Corridor over the next generation. Under NEC FUTURE, FRA will select an alternative that will be subject to continued study, refinement, comment and review should funding become available for individual projects over the next several decades.

Reed also noted that the State of Rhode must be on board for any project in the state to move forward under NEC Future, and any project would be subject to more detailed environmental review and public comment.

"No passenger rail project in Rhode Island can proceed without the active and affirmative support of the State. Period. The FRA's document is a concept paper. Any project broadly described in the FRA's vision would need to go through a project-specific environmental review and intense permitting process, which is subject to judicial review," noted Reed.

Interested parties are encouraged to comment online at www.necfuture.com, via email at: comment@necfuture.com, or by mail to:

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

John Moretta

From: Blake Filippi <BlakeFilippi=blake36.com@mail193.atl21.rsgsv.net> on behalf of Blake Filippi <BlakeFilippi@blake36.com>
Sent: Wednesday, January 18, 2017 4:01 AM
To: John Moretta
Subject: Opposing the FRA's Railway Bypass

Dear Neighbors,

Thank you for fighting to stop the FRA's proposed railway bypass through Rhode Island and Connecticut. Together, we are getting the word out that this is bad for our families, farmers, environment, critical resources and historic preservation -- not to mention an abject waste of taxpayer dollars.

Our efforts are paying off. Yesterday, I joined with every Washington Country Representative and Senator to formally object to the FRA's proposal and request that we work together to develop a suitable alternative.

If we all keep it up, we will make a difference!

Respectfully yours,
Blake

January 17, 2017

U.S. Department of Transportation
Federal Railroad Administration
Attn: Ms. Rebecca Reyes-Alicea
One Bowling Green, Suite 429
New York, NY 10004

Dear Ms. Reyes-Alicea,

I write to you as Executive Director of the Westerly Land Trust, on behalf of myself, the Westerly Land Trust Board of Directors, and Land Trust members and supporters to express concerns about the proposed NEC rail project and provide useful information for your team.

The Westerly Land Trust has reviewed the FEIS for the NEC as released on December 17, 2016 and has the following comments regarding the alternative that is identified as the preferred alternative. **We respectfully request that the Federal Railroad Administration and U.S. Department of Transportation include the Westerly Land Trust as a participating stakeholder during the Tier 2 evaluation process due to the serious impacts proposed to our open space conservation lands.**

The preferred alternative as shown in the FEIS would directly impact two Westerly Land Trust preserves: Grills Preserve and Riverwood Preserve. Both preserves would be bisected, resulting in wildlife habitat loss and fragmentation, loss of public recreational trails and impacts to rare and endangered species. In 2008, a botanical inventory of the 550-acre Grills Preserve identified 17 rare plant species including 4 which are designated as State Endangered and 1 which is State Threatened. Several of the species found are located within the proposed alignment of the preferred alternative for the rail system. The Grills Preserve full botanical report including maps identifying plant locations is on file at the WLT office.

The Westerly Land Trust's acquisition of the Grills Preserve was funded with grant monies from the RI Department of Environmental Management (RIDEM), the Nature Conservancy, the Champlin Foundations, the Bafflin Foundation, the Doris Duke Foundation and the Forrest & Frances Lattner Foundation, as well as some individuals. Since purchasing the land in 2004, State funding from RI DEM and RI Department of Transportation and Federal funding from the US Fish & Wildlife Service and USDA Natural Resources Conservation Service have also been provided to the Land Trust to manage the property for invasive species control, wildlife habitat

enhancements and recreational trail improvements. These grant funded projects include the construction of a 75-foot aluminum pedestrian bridge over the Pawcatuck River that connects the Grills Preserve's many miles of public recreational trails to the Grills Wildlife Sanctuary owned by the Hopkinton Land Trust. Impacts resulting from the preferred alternative's construction, rail traffic and maintenance will greatly undermine the previous investment in this land by both State and Federal agencies, as well as private foundations.

It should also be noted that the Westerly Land Trust's Riverwood Preserve, a 148-acre nature preserve located just west of the Grills Preserve, is not identified in the FEIS. Therefore, the many acres of proposed impacts to this parkland are not included in the calculations, impact tables or narrative presented in the FEIS. Riverwood Preserve is shown on the enclosed map as the green conservation land west of Grills Preserve.

The FEIS describes the construction methods in Westerly to include tunnel and at-grade tracks. Because the proposed rail will be constructed within wetlands and over Westerly's Sole Source Aquifer that supplies the town's drinking water, tunnel construction impacts on groundwater flow and interception must be assessed and very seriously considered during impacts analysis.

In addition, the preferred alternative proposes multiple crossings of the Pawcatuck River, a vital natural resource within the Wood-Pawcatuck Watershed. Recognizing its significance, Congress passed the Wood-Pawcatuck Watershed Protection Act in 2014 which requires that the National Park Service complete a three year study to assess whether the Wood, Pawcatuck, Beaver, Chipuxet, and Queen Rivers meet the standards to be included in the National Wild and Scenic Rivers System. This study is currently underway but the protection it offers is not referenced anywhere in the FEIS. Construction activities necessary to erect the railroad bridges and elevated tracks through wetlands would be detrimental to river ecosystems, water quality and recreational uses of the river. Following construction, ongoing maintenance of these structures may pose additional concerns. WLT looks forward to the FRA's initiation of additional consultations with the National Park Service related to the CT and RI Wild and Scenic River segments that are proposed to be traversed by the preferred alternative.

The Westerly Land Trust is also concerned about the effect that the new alignment and high speed rail service will have on the Westerly train station. In addition to conserving open space, the Land Trust plays a key role in revitalizing downtown Westerly through its urban initiative with projects such as a public ice rink on Main Street and the United Theatre to be redeveloped as a multi-purpose arts complex. A viable and active train station is important to the growth, future and health of our community and Westerly station has always been viewed as an important element of this downtown. Keeping our train station open and available with frequent train stops is essential for continued resurgence of downtown Westerly. The Land Trust urges FRA not to reduce service to this long standing train station.

Please seriously consider these comments and points of information that were not part of the initial study during the selection of the NEC alternative. The alternative currently identified in the FEIS as the preferred alternative will have profound impacts on Westerly's natural resources and environment.

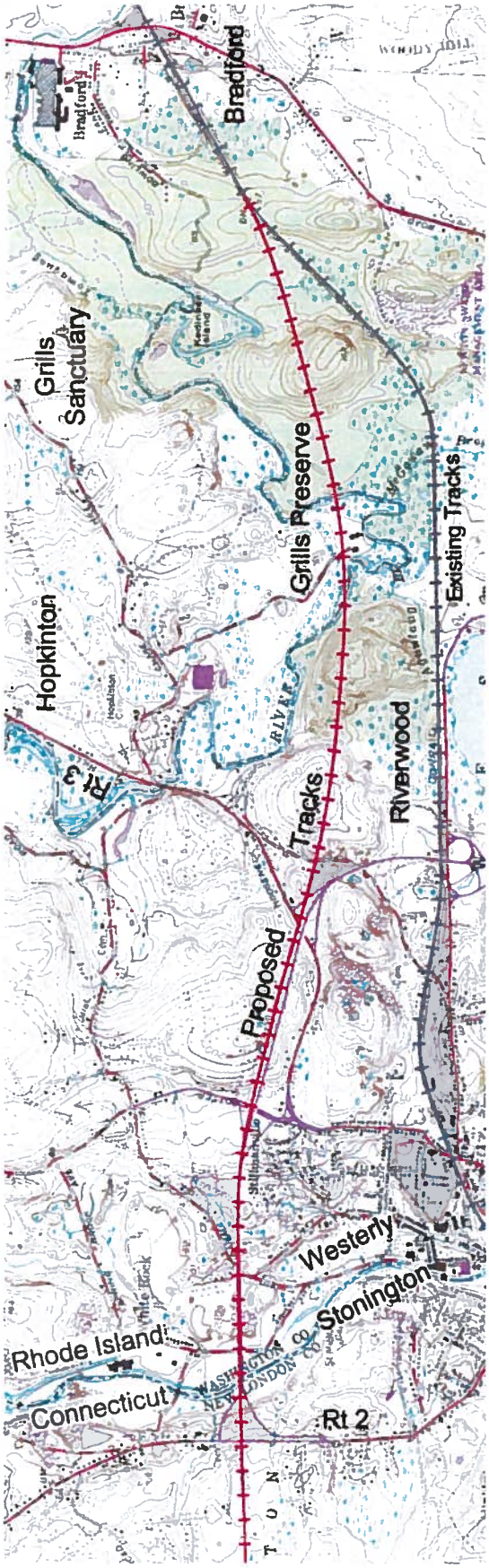
I can be reached at execdir@westerlylandtrust.org or 401-315-2610 for further discussion and for inclusion in the Tier 2 review process at the time it may occur.

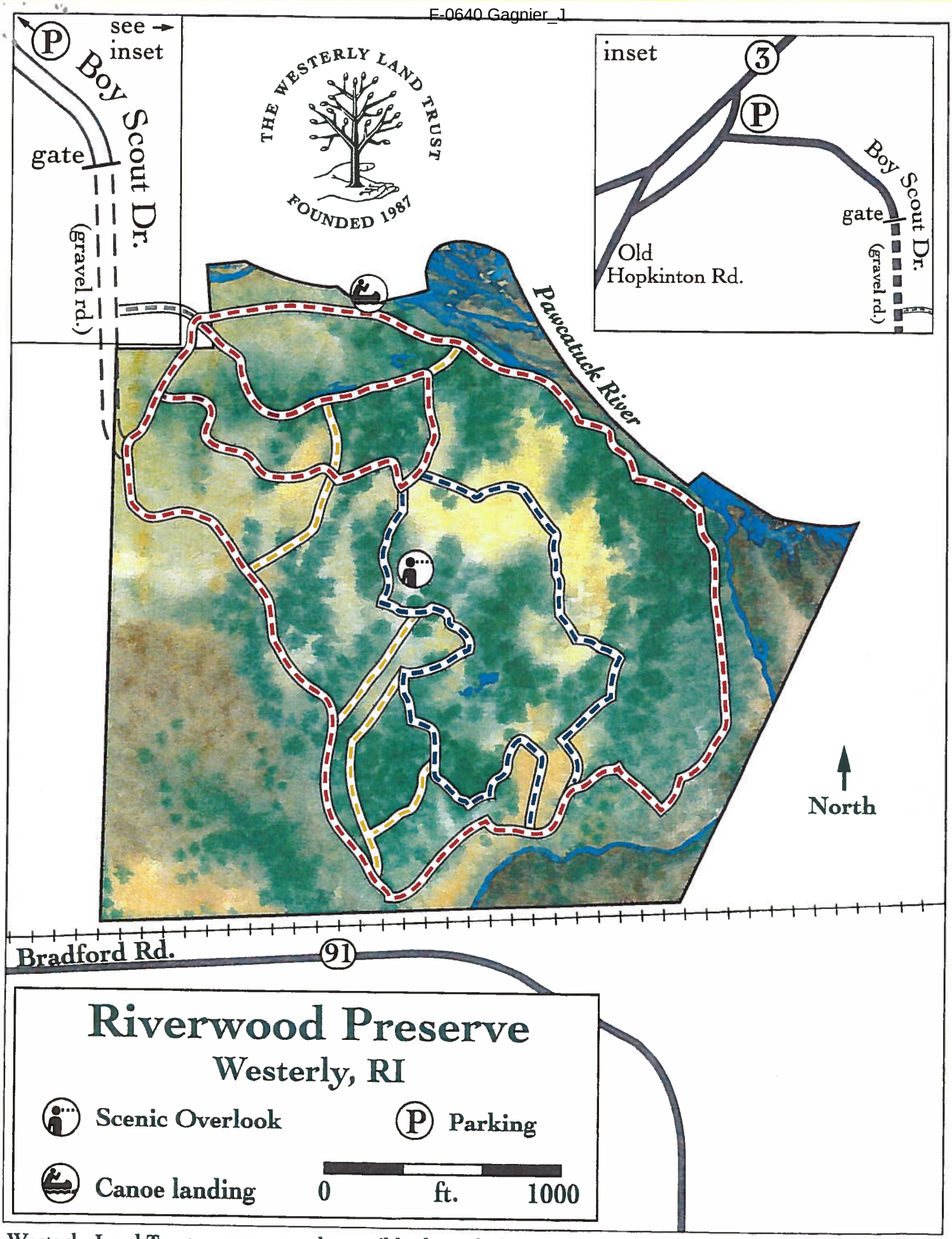
Sincerely,

Kelly Presley
Executive Director

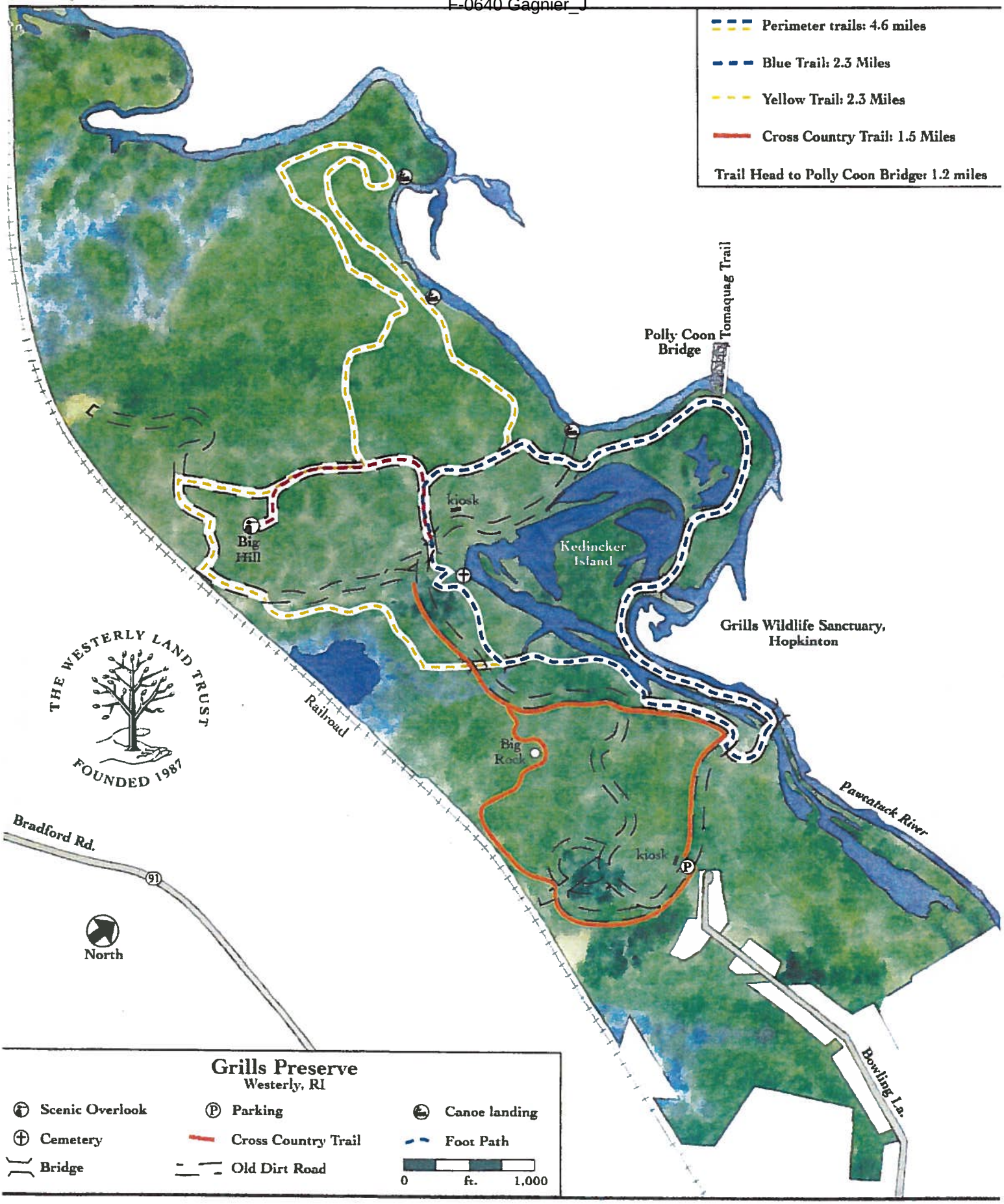
Enclosures

Westerly Topographical Map with Rail Alignment





Westerly Land Trust maps are made possible through the generosity of the Voss Hutton Memorial Fund.


Perimeter trails: 4.6 miles
Blue Trail: 2.3 Miles
Yellow Trail: 2.3 Miles
Cross Country Trail: 1.5 Miles
Trail Head to Polly Coon Bridge: 1.2 miles
Tomaquag Trail
Polly Coon Bridge
kiosk
Big Hill
Kedinicker Island
Grills Wildlife Sanctuary, Hopkinton
THE WESTERLY LAND TRUST
FOUNDED 1987
Railroad
Big Rock
Pawcatuck River
kiosk
Bradford Rd.
91
North
Bowling La.
Grills Preserve
Westerly, RI
Scenic Overlook
Parking
Canoe landing
Cemetery
Cross Country Trail
Foot Path
Bridge
Old Dirt Road
0
ft.
1,000

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AQUIFER PROTECTION STUDY
PHASE I – WESTERLY AQUIFER
WESTERLY, RHODE ISLAND

Geoinsight, Inc. | Environmental Strategy & Engineering | Practical in Nature
www.geoinsightinc.com

AQUIFER PROTECTION STUDY
PHASE I – WESTERLY AQUIFER
WESTERLY, RHODE ISLAND

Prepared For:

Town of Westerly, Rhode Island

Prepared By:

GeoInsight, Inc.
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May 30, 2014

GeoInsight Project 7218-000

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APPENDIX B - Designation of Hazardous Substances as defined by Federal Regulations 40 CFR 302.4
APPENDIX C - NHDES Rock Blasting and Water Quality Measures
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AQUIFER PROTECTION STUDY
PHASE I – WESTERLY AQUIFER
WESTERLY, RHODE ISLAND

1.0 INTRODUCTION

The Town of Westerly Rhode Island (the Town) requested assistance in completing an Aquifer Protection Study aimed at identifying detrimental land uses in the existing Aquifer Protection Overlay District (APOD) and recommending revisions of the zoning tables to limit the development of detrimental land uses in this area. A three phase project was proposed by the Town and this Report represents Phase I of the project, which focuses on the Westerly Aquifer only. The Phase I study area covers the northeast portion of the Town's APOD from the Rhode Island/Connecticut border to Aguntaug Brook, which connects Chapman Pond with the Pawcatuck River. The area of mapped aquifer connecting the White Rock wellhead protection area and the Noyes Avenue wellhead protection area was included in the study area. The study area is illustrated in Figure 1.

The purpose of this study is to protect the groundwater resources of the Town through meeting the following objectives:

- identify potential threats to groundwater quality in the Town's APOD;
- identify weaknesses and gaps in the Town's Aquifer Protection Bylaws which may allow new land uses that could present a threat to groundwater quality; and
- identify changes to the aquifer protection overlay district that would improve protection of groundwater quality.

The Westerly APOD study area includes two of the four Wellhead Protection Areas (WHPAs) in Town: the single wellhead protection area for the three White Rock wellfields and wellhead protection area for the Noyes Avenue well.

A WHPA is the land surface where rain water recharges the groundwater that ultimately flows into a pumping well. Land use in this area heavily influences groundwater quality and quantity. The WHPA for the Westerly Wells was delineated by the State of Rhode Island using a complex groundwater model (Westerly Source Water Assessment Report, April 2003). The WHPAs include land to the west of the Pawcatuck River in North Stonington, Connecticut and this area cannot be formally regulated as part of the APOD.

The Westerly Aquifer was designated as a Sole Source Aquifer by the United States Protection Agency (USEPA) in 1988. This designation formally established the importance of this resource as the primary source of public drinking water to area residents and businesses (Westerly Source Water Assessment Report, April 2003).

The following methodology was employed to achieve the previously listed objectives:

- subcontract a database search to a specialty vendor;
- review current aerial photos available on the internet;
- review existing bylaws and compare them to other state model bylaws;
- review existing mapping delineations of the Westerly APOD to resource mapping; and,
- determine recommendations for changes to the bylaws and APOD Mapping.

2.0 REVIEW OF MAPPING

The mapped APOD as illustrated on Figure 2 includes the areas in the Town that have been previously mapped as the following resources:

- WHPAs (areas shaded yellow on Figure 2);
- geographic information system (GIS) mapped aquifers (areas shaded blue on Figure 2); and
- GIS mapped aquifer recharge areas (areas shaded orange on Figure 2).

The resulting APOD includes the intersection of these three resources and is shown shaded in red on Figure 2. A significant exception to the above areas that are included in the APOD is the area of the GIS mapped aquifer connecting the White Rock WHPA and the Noyes Avenue WHPA. This area was included in the database search area as noted in Section 3.0.

The aquifers mapped in Rhode Island GIS are titled "groundwater reservoirs" and generally include coarse sediments along the Pawcatuck River. The GIS mapped aquifer recharge areas are upland, non-aquifer areas that are upgradient to the aquifers and drain into the aquifer areas. The APOD does not include the mapped aquifer and recharge area between the White Rock Wells and the Noyes Avenue Well. This area serves as a potential groundwater resource and it is recommended that this area be included in the APOD; the recommended additional area is shaded in green on Figure 2.

3.0 POTENTIAL SOURCES OF CONTAMINATION

A database search of potential sources of contamination in the study area was subcontracted to Environmental Data Resources (EDR) of Shelton, Connecticut. EDR claims to have the world's largest and most accurate database of environmental and historical land use records, covering 450 state, city, and tribal sources. These databases include, for example, underground storage tank (UST) and above ground storage tank (AST) sites, hazardous materials generators as regulated by the Resource Conservation and Recovery Act (RCRA), and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) sites. A list of all databases is given in the EDR report. These databases are updated in accordance with Phase I site assessment standards specified in American Society for Testing and Materials (ASTM) E1527. EDR was provided a map of the study area (as previously defined) to be searched. Their report and accompanying map is provided in Appendix A.

The EDR report was reviewed to eliminate sites that have been closed, business that have closed or moved, or sites that were located incorrectly. Remaining sites are located on Figure 2. Identification numbers correlate to the EDR report with the exception of the last two, 43 and 44, which are described below.

Potential sources of contamination of interest identified in EDR report are summarized in Table 1 and additional details regarding the potential contaminant sources can be found in Appendix A. One particular land use was identified that is worthy of note:

Site Number 2-Large Mining Operation

A large mining operation is present on Lot 17/10, a 145 acre parcel owned by Cherenzia Excavation located at 109 White Rock Road. Heavy mining equipment which utilize fuel and lubricants which can be expected to be transferred on-site can be seen in aerial photographs. Sand and gravel mining in an aquifer recharge area increases the vulnerability to groundwater contamination by reducing the distance between the original ground surface

and the water table. This unsaturated zone can trap and filter infiltration of contamination before it reaches the groundwater. Explosives used in bedrock mining including perchlorate and AN/FO (ammonium nitrate/fuel oil) have the potential for impacting groundwater quality.

In addition to using the EDR database, GeoInsight used aerial photography of the study area using Google Maps to identify other land uses that could be potentially detrimental to groundwater quality. This review identified the following two additional sites of concern which are included in Table 1.

Site Number 43-Salvage Vehicles and Construction Debris

On another portion of Cherenzia Lot 17/10 noted above, located at approximately 18 Springbrook Road, is an area that appears to contain some salvage vehicles and construction debris. Salvage vehicles are a risk to groundwater contamination through leaking fluids such as oil, gasoline, coolant (ethylene glycol), brake/hydraulic fluid, and power steering /transmission fluid.

Site Number 44-Small Mining Operations

There is another smaller mining area that appears to be in operation on the southern portion of the lot near the other areas of concern on Springbrook Road. This operation appears to include both the Cherenzia Lot (17/10) and lot 17/10B, which is owned by Ed French & Sons. It is not clear in the aerial photographs whether this is a gravel mining operation or aggregate from bedrock mining

4.0 REVIEW OF BY-LAW

GeoInsight reviewed zoning tables (Zoning section 260 Attachment 11) and the aquifer protection permit application checklist and permit form (Zoning section 260 Attachment 8:1 through 8:4). These documents were compared to strategies and experiences with local groundwater protection efforts in other New England States.

The Zoning Tables provide a column for development requirements in the APOD. The uses in the APOD are categorized as follows:

- P: permitted by right;
- S: permitted by special use permit;
- N: not permitted;
- Q: an aquifer permit is required;
- P/Q: use is permitted if municipal sewers available and an aquifer permit is required if municipal sewer is not available.

The zoning tables are comprehensive and generally well organized to safeguard groundwater quality. Most commercial usages require some degree of permit review, especially in areas that are not served by sewers. However, it should be noted that UST installation, regardless of use, should require some type of local permit review.

The following comments are provided on table specifics.

- Salt storage is not included in the table. Improper salt storage and use is a chronic groundwater contamination problem and proper management practices should be maintained to safeguard groundwater quality.
- **Code B9-B10 Storage of flammable or explosive materials**: It is unclear whether flammable/explosive material storage extends to ASTs and USTs. As noted in our database search and aerial photograph review, it appears that there are many locations in the APOD with former or active ASTs/USTs. It might be beneficial to clarify this definition to either include or exclude ASTs/USTs.

- **Code E-19 Incinerators**: this appears to allow the developments of incinerators in the APOD. Incinerators commonly involve the storage of waste and ash that represent significant risks to groundwater quality. Prohibition of incinerator development in the APOD may be desirable.

- **Code F-3.2 Furniture stores**: it should be clear that furniture stripping of any kind should not be allowed in the APOD, as this practice involves the use and potential mismanagement of stripping compounds that can adversely impact groundwater. This is allowed under Code G-4.2 Reupholstery and furniture repair with a permit.

- **Code F-5.3 Gasoline service stations**: Gasoline service stations are prohibited in the APOD, but it is not clear whether this definition extends to convenience stores selling retail gasoline; this should be clarified in the table.

- **Code G-2.1 Laundry dropoff/pickup**: this use is permitted; it may be desirable to request a permit to cover cases where the laundry services may "spot" clothes. Spotting liquids used to pre-treat staining can involve hazardous materials.

- **Code G-3.6 Automobile rentals**: this use has no designation on the table; a permit may be desirable to characterize potential chemical usage during the cleaning and detailing of cars and to cover potential motor fuel storage.

- **Code G-5.2 Bowling Alleys**: this use is permitted in sewered areas; a permit may be desirable because bowling alleys commonly use strippers to de-wax and clean bowling lanes and mismanagement of strippers and associated wastes can cause groundwater impacts.

- **Code H-4 Trade or Professional Schools**: a permit may be desirable especially in cases where trade schools are involved with teaching automotive/computer repair as these trades involve usage of hazardous materials.

The following comments are suggested for the Aquifer Protection Permit Application Checklist and Permit (Appendix H to the zoning ordinance).

- **Permit Requirement 15**: *Describe in detail the stormwater runoff generated by the proposed activity:* depending on the Standard Industrial Classification (SIC) code for the proposed facility, a stormwater pollution prevention plan (SWPPP) may be required by federal law. If a SWPPP is required, the planning board should require a copy of the permit as part of the review process. It may be desirable to require a SWPPP in accordance with the Rhode Island Pollutant Discharge Elimination System (RIPDES) for projects that disturb more than one acre.

- **Permit Requirement 16**: *List and describe all chemicals, solvents, detergents, petroleum products, etc.(including but not limited to all substances required to be identified by the Rhode Island Right to Know Law), to be stored or used on the premises and or precautions and/or container systems proposed.* The application may consider requiring notification of the storage of regulated materials as defined by Code of Federal Regulations 40 302 7-1-05 edition, in quantities greater than 5 gallons. This provides a comprehensive list of chemicals that could introduce impacts to groundwater if mismanaged. It is common for ammonia, hydrochloric acid, sodium hydroxide, acetic acid, sulfuric acid, potassium hydroxide, and potassium permanganate to be excluded from the federal list because these chemicals are commonly used for water treatment and are not considered a threat to groundwater. Designation of hazardous substances as defined by Federal Regulations 40 CFR 302.4 is included as Appendix B.

5.0 CONCLUSIONS AND RECOMMENDATIONS

The following Conclusions and Recommendations are offered for The Town's consideration.

- The APOD should be expanded slightly south to protect the aquifer area and associated recharge area located between the larger White Rock WHPA and the smaller Noyes Avenue WHPA. This area represents an aquifer area that could be needed in the future if replacement wells are necessary, or if existing well yields need to be increased. The area suggested for expansion is relatively small in comparison to the area already included in the APOD. The suggested expansion area is shaded green on Figure 2.

- APOD ordinances should consider prohibiting excavation below 5 feet of the seasonal high groundwater level where there is permanent removal of material (not applicable to temporary construction excavation that will be backfilled). Excavation activities in an aquifer recharge area increase the vulnerability to groundwater contamination by reducing the thickness of the unsaturated zone that can trap and filter infiltration of contamination before it reaches the groundwater. Model aquifer protection by-laws in other New England Municipalities typically prohibit excavation below 5 feet of the seasonal high groundwater table to minimize this threat.

- The Town should consider instituting an Earth Removal/Rock Blasting/Sand and Gravel Extraction ordinance to regulate mining activities documented in the Westerly Aquifer. This ordinance should include a requirement for submitting to the Town the facility's Spill Prevention, Control, and Countermeasure (SPCC) Plan. It should also include a requirement in the permit application to provide a description of the blasting methods considered for use, methods to be implemented to safeguard groundwater quality, as well as Best Management Practices to be utilized for fuel and lubricant storage and transfer. Considerations developed by the New Hampshire Department of Environmental Services (NHDES) along with possible ordinance language are provided in Appendix C and Appendix D for your consideration.

- Groundwater protection strategies should included regular communications with North Stonington Connecticut. This study did not include potential source inventories for the portions of the WHPAs for the White Rock and Noyes Avenue Wells that extend into North Stonington. We recommend that the Town establish regular communication with North Stonington to protect the WHPA. Since North Stonington is served by the Town's water, they should be similarly committed to groundwater protection. As an initial step, the North Stonington planning and zoning rules should be researched to evaluate whether source protection strategies have been implemented and to develop a list of contacts for outreach on groundwater protection initiatives.

- The aquifer protection permit process should allow the option of requiring applicants to pay for a third party review of the application. Third party experts can assist the Town by evaluating the risk associated with proposed land use, and critically evaluate whether risk management strategies such as SWPPPs or SPCC Plans are adequate. These third party reviews should allow for the implementation of a monitoring plan to include groundwater or storm water if the risk to impact groundwater appears significant.

- The Town should consider the installation of sentinel monitoring wells around the White Rock Wells to act as an early warning system. A groundwater sampling plan should be developed to include potential pollutants and a sampling schedule that balances available costs for sampling and analytical testing services and the associated groundwater risks. It is likely that three wells (located north, east, and south of the municipal wells) will be sufficient to provide a basic monitoring system. Contingency plans can be developed to modify pumping strategies and to conduct additional assessments should the sentinel wells detect groundwater impacts.

6.0 REFERENCES

Westerly Source Water Assessment Report by URI/ RI Dept of Health, April 2003.

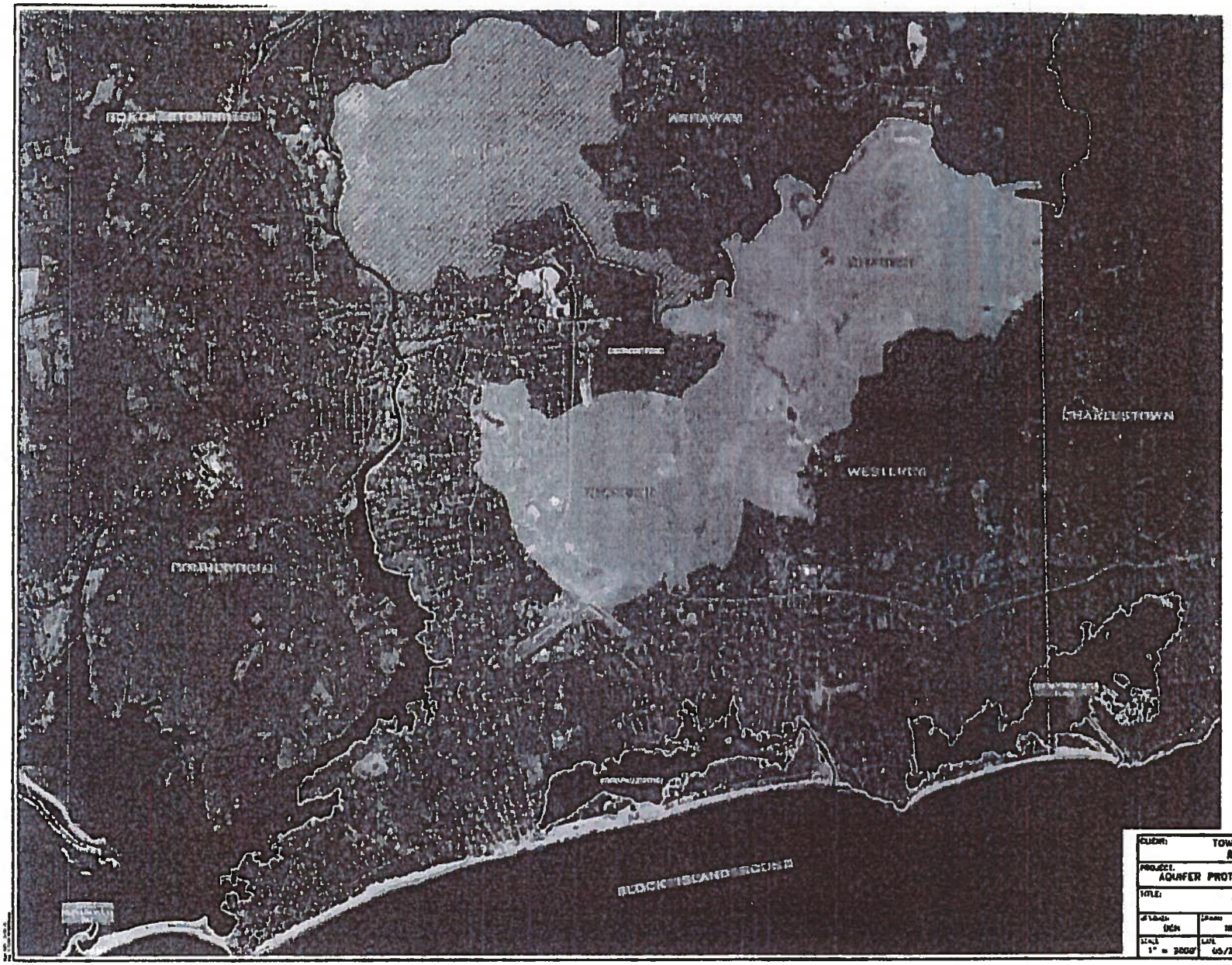
Town of Westerly Comprehensive Plan, December 2009, Adopted February 2010.

TABLE 1
POTENTIAL CONTAMINANT SOURCES
AQUIFER PROTECTION STUDY
PHASE 1 - WESTERLY AQUIFER
WESTERLY, RHODE ISLAND

Map ID	Owner	Address	Land Use	Database
1	Potter Hill Mill	198 Potter Hill Road	commercial	SHWS
2	Cherenzia Excavation / Allied Stone and Gravel	109 White Rock Road	large mining operation	MINES
5	Springbrook Elementary School	39 Springbrook Road	municipal	FINDS
6	Westerly School & Police yard	8 Springbrook Road	municipal	AST
8	Griswold Textile Print	84 White Rock Rd	commercial	AIRS
11	Westerly White Rock Pumping Station[1]	68 White Rock Rd	municipal	AST
12	Westerly Health Center	280 High St.	commercial	AST
13	Redstone Tire	114 Ashaway Rd	commercial	LUST
17	JJ Traskos Mfg	113 Canal St	commercial	RCRA
18	South County Community Action	34 Pond St	commercial	UST
20	National Grid/NE Gas	69 Canal St	utility	RCRA
23	Narragansett Electric	69 Canal St	utility	AST
25	Westerly Auto Parts	61 Canal St	commercial	RCRA
27	The Moore Co	48 Canal St	commercial	RCRA/AST
29	Charlie Turano's	46 Friendship St	commercial	UST
30	Guild Music	60 Industrial Dr	commercial	RCRA
31	Agway	28 Friendship St	commercial	NLR
34	Trash & Treasures	24 Canal Street	commercial	FINDS
35	Premier Auto	33 Railroad Ave	commercial	RCRA
36	J. Fish Auto/The Beauty Hut/Olean Motor Sales	12 Industrial	commercial	RCRA/UST
38	National Grid	18 Canal St	utility	LUST
39	Sorensen & McCuin	17 Canal Street	commercial	SHWS
43	Cherenzia Excavation	Approximately 18 Springbrook Road	junk vehicles and construction debris	n/a
44	Cherenzia Excavation	Approximately 10 Springbrook Road	small mining operation	n/a
44	Ed French & Son Inc	Approximately 10 Springbrook Road	small mining operation	n/a
45	Wescon Asphalt Plant[2]	Elmata Ave, Pawcatuck, CT	commercial	n/a

Notes:

1. [1] = The aboveground storage tanks (ASTs) have full secondary containment.
2. [2] = This site is not in the study area and noted here only because of its proximity to the Whiterock Wells.
3. AIRS = Permitted Air Sources Listing.
4. FINDS = Facility Index System.
5. LUST = Leaking underground storage tank.
6. MINES = Federal listed mine.
7. RCRA = Resource Conservation and Recovery Act.
8. NLR = RCRA non generator.
9. SHWS = State listed hazardous waste disposal site.
10. UST = Underground storage tank.



LEGEND

NOTES:

CLIENT: TOWN OF WESTERLY RHODE ISLAND			
PROJECT: AQUIFER PROTECTION STUDY – PHASE 1			
TITLE: STUDY AREA			
DESIGNED: DCH	DRAWN: MM	CHECKED: DCH	APPROVED: MAS
SCALE: 1" = 2000'	DATE: 05/23/14	FILE NO: 72160004	PROJECT NO: 7216-000
			PLATE NO: 1

Geolnsight

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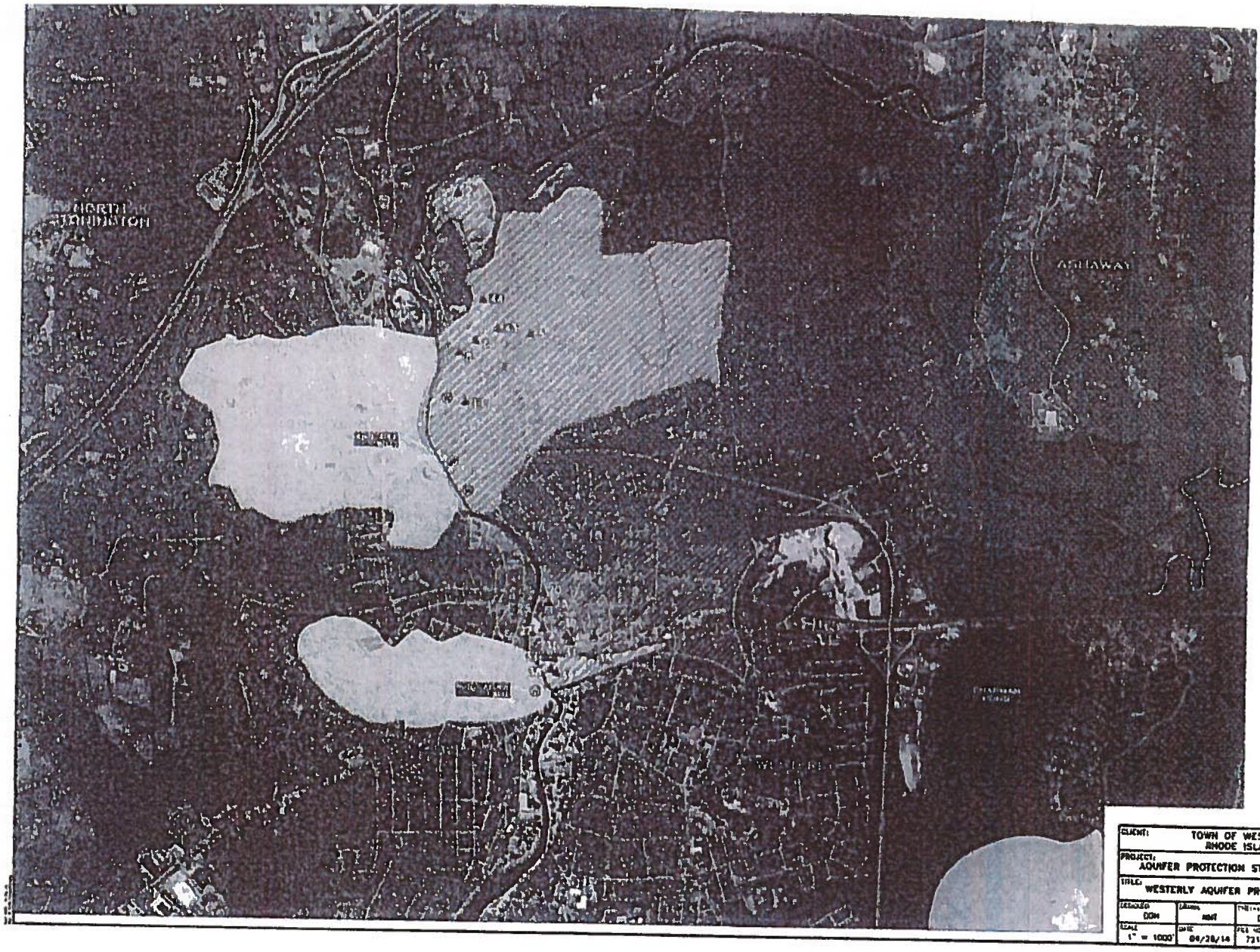

LEGEND

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- [illegible]
- [illegible]
- [illegible]

NOTES:

1. [illegible]

CLIENT: TOWN OF WESTERLY RHODE ISLAND				GeoInsight
PROJECT: AQUIFER PROTECTION STUDY – PHASE I				
TITLE: WESTERLY AQUIFER PROTECTION PLAN				
DESIGNED: DDH	DRAWN: MMT	CHECKED: DDH	APPROVED: DAM	
SCALE: 1" = 1000'	DATE: 09/28/16	FSS NO: 72180004	PROJECT NO: 7218-000	FIGURE NO: 2

F-0640 Gagnier_J

Las Vegas Monorail 2016 Ridership & Revenue Date

2016	Ridership	Revenue
1st Quarter	**1,208,376**	**$5,351,767**
January	442,026	$1,985,743
February	345,840	$1,515,041
March	420,510	$1,850,983
2nd Quarter	**1,181,219**	**$5,118,591**
April	431,355	$1,869,393
May	361,250	$1,577,779
June	388,614	$1,671,449
3rd Quarter	**1,246,552**	**$5,334,112**
July	474,970	$1,988,310
August	388,095	$1,620,798
September	383,487	$1,720,004
4th Quarter		
October		
November		
December		
TOTAL		

Includes gross ticket sales revenue only. Monthly ridership and revenue number are released quarterly. Upon the release of this data, this section will be updates and reported in a monthly format.

Las Vegas Monorail 2015 Ridership & Revenue Date

2015	Ridership	Revenue
1st Quarter	**1,148,195**	**$5,004,345**
January	427,370	$1,871,910
February	311,783	$1,360,507
March	409,042	$1,771,928
2nd Quarter	**1,283,321**	**$5,520,374**
April	453,666	$1,891,140
May	459,339	$1,969,088
June	388,316	$1,660,146
3rd Quarter	**1,322,399**	**$5,582,877**
July	454,506	$1,927,290
August	440,769	$1,819,116
September	427,124	$1,836,471
4th Quarter	**1,328,243**	**$5,957,568**
October	428,903	$1,864,453
November	519,826	$2,218,077
December	379,514	$1,875,038
TOTAL	**5,082,158**	**$22,066,456**

Includes gross ticket sales revenue only. Monthly ridership and revenue number are released quarterly. Upon the release of this data, this section will be updates and reported in a monthly format.

PER DAY AVE = 6179

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SEATTLE

2,243,229 - TOTAL

Date	2016 Actual Ridership
1/1/2016 0:00	7115
1/2/2016 0:00	7326
1/3/2016 0:00	2579
1/4/2016 0:00	1849
1/5/2016 0:00	1784
1/6/2016 0:00	2280
1/7/2016 0:00	2414
1/8/2016 0:00	3236
1/9/2016 0:00	5376
1/10/2016 0:00	2661
1/11/2016 0:00	1839
1/12/2016 0:00	2371
1/13/2016 0:00	1646
1/14/2016 0:00	2232
1/15/2016 0:00	2663
1/16/2016 0:00	5592
1/17/2016 0:00	3492
1/18/2016 0:00	4106
1/19/2016 0:00	1478
1/20/2016 0:00	1582
1/21/2016 0:00	1449
1/22/2016 0:00	2363
1/23/2016 0:00	3944
1/24/2016 0:00	3070
1/25/2016 0:00	1843
1/26/2016 0:00	1586
1/27/2016 0:00	1892
1/28/2016 0:00	1883
1/29/2016 0:00	2753
1/30/2016 0:00	5345
1/31/2016 0:00	3050
2/1/2016 0:00	1565
2/2/2016 0:00	1776
2/3/2016 0:00	1485
2/4/2016 0:00	1750
2/5/2016 0:00	2640
2/6/2016 0:00	5258
2/7/2016 0:00	3023
2/8/2016 0:00	2993
2/9/2016 0:00	1970
2/10/2016 0:00	1743
2/11/2016 0:00	2243
2/12/2016 0:00	3997
2/13/2016 0:00	8104
2/14/2016 0:00	6654
2/15/2016 0:00	4263
2/16/2016 0:00	2888
2/17/2016 0:00	860
2/18/2016 0:00	3024
2/19/2016 0:00	3581
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3/2/2016 0:00	1767
3/3/2016 0:00	2573
3/4/2016 0:00	4825
3/5/2016 0:00	8177
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3/7/2016 0:00	2982
3/8/2016 0:00	2653
3/9/2016 0:00	3353
3/10/2016 0:00	3205
3/11/2016 0:00	3745
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7/28/2016 0:00	10867
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7/30/2016 0:00	16234
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12/3/2016 0:00	8004
12/4/2016 0:00	5386
12/5/2016 0:00	2000
12/6/2016 0:00	2432
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12/29/2016 0:00	8172
12/30/2016 0:00	10296
12/31/2016 0:00	12848

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6179 Average

Detroit People Mover

From Wikipedia, the free encyclopedia

The **Detroit People Mover** is a 2.94-mile (4.73 km) automated people mover system which operates on a single track, and encircles Downtown Detroit, Michigan.[2]

The Woodward Avenue Light Rail line, later officially named the "Qline", beginning construction in late July 2014, will serve as a link between the Detroit People Mover and New Center Amtrak station with its current service and proposed SEMCOG Commuter Rail, plus additional access to DDOT and SMART bus routes as part of a comprehensive network of transportation in metropolitan Detroit.[3]

The People Mover uses UTDC ICTS Mark I technology and the cars are driverless. A siding allows the system to be used in a two-way bypass manner when part of the circular track is closed.

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History

The Detroit People Mover has its origins in 1966, with Congressional creation of the Urban Mass Transportation Administration (UMTA) to develop new types of transit. In 1975, following the failure to produce any large-scale results and increased pressure to show results, UMTA created the Downtown People Mover Program (DPM) and sponsored a nationwide competition that offered federal funds to cover much of the cost of planning and

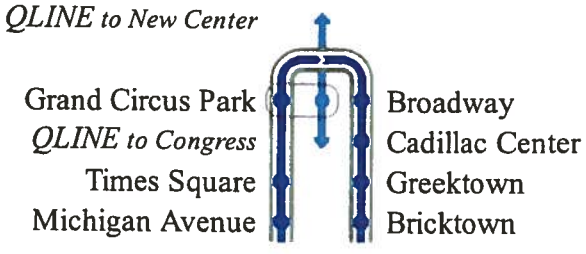
Detroit People Mover

THE DETROIT PEOPLE MOVER
OWNED AND OPERATED BY THE DETROIT TRANSPORTATION CORPORATION

Entering Renaissance Center station

Overview	
Locale	Downtown Detroit
Transit type	People mover
Number of lines	1
Number of stations	13
Daily ridership	6,000 (2014)
Annual ridership	2,413,414 (2015)
Headquarters	1420 Washington Boulevard Detroit, Michigan 48226
Operation	
Began operation	1987
Operator(s)	Detroit Transportation Corporation
Number of vehicles	12
Technical	
System length	2.94 mi (4.73 km)
Track gauge	4 ft 8½ in (1,435 mm)
Electrification	Third rail

System map



construction of such a system. UMTA reviewed thirty-five full proposals. From these, they selected proposals from Cleveland, Houston, Los Angeles, and St. Paul. In addition, UMTA decided they would approve proposals from Baltimore, Detroit, and Miami to develop People Mover systems if they could do so with existing grant commitments. Of the seven cities with UMTA approval for their People Mover proposals, only Detroit and Miami persevered to build and operate systems.[4]

Source: DPM System Map[1]

The Ford Motor Company was involved in one of the designs of the People Mover and had hired AlScott Service Company to design and build a room size working model of the system. This model was used for Ford's proposals in their attempt to build the system.[5]

The People Mover was intended to be the downtown distributor for a proposed city and metro-wide light rail transit system for Detroit in the early 1980s; however, funding was scaled back.[6] President Gerald Ford had promised 600 million in federal funds. Plans included a subway line along Woodward Avenue that would turn into a street level train at McNichols and eventually go all the way to Pontiac, with additional rail lines running along Gratiot and a commuter line between Detroit and Port Huron. Inability of local leaders to come to an agreement led to the 600 million commitment being withdrawn by the Reagan Administration. Yet the People Mover still moved forward.[7] At the time of planning, the system was projected to have a ridership of 67,700 daily.[8]

Grand Circus Park Station

The People Mover is owned and operated by the Detroit Transportation Corporation (DTC). The DTC was incorporated in 1985 as a Michigan Public Body Corporate for the purpose of acquiring, owning, constructing, furnishing, equipping, completing, operating, improving, enlarging, and/or disposing of the Central Automated Transit Systems (CATS) in Detroit, Michigan. DTC acquired the CATS project from the Suburban Mobile Authority for Regional Transportation (SMART) formerly known as the Southeastern Michigan Transportation Authority (SEMTA), on October 4, 1985. The DTC was created by the City of Detroit, Michigan pursuant to Act 7 of Public Acts of 1967 and is a component unit of the City of Detroit and accounts its activity as per proprietary funds.[9]

The CATS project, aka the Downtown People Mover (DPM), officially opened to the public on July 31, 1987. Prior to November 18, 1988, the People Mover System was operated and maintained by the primary contractor, Urban Transportation Development Corporation (UTDC) on a month-to-month basis. On November 18, 1988, the DTC assumed the responsibility to operate and maintain the People Mover System.

The system opened in 1987 using the same technology as Vancouver's SkyTrain and Toronto's Scarborough RT line. In the first year, an average of 11,000 riders used the People Mover each day; the one-day record was 54,648.[10]

When the People Mover opened, it ran counter-clockwise. On July 20, 2008, the system was shut down temporarily to replace track on six of the curves along the route. When it reopened in August, the system was run clockwise, as it is still run today, although it can run in either direction when necessary. The change in direction reduced the time required to complete one round-trip. The clockwise direction has one short, relatively steep uphill climb and then coasts downhill for a majority of the ride, allowing the train to use gravity to accelerate. This makes each round-trip slightly faster than running uphill most of the way in the counter-clockwise direction.[11]

On January 22, 2015 at approximately 10:10 PM, one of the cars jumped a rail hitting the rail platform. This prompted the system to be temporarily shut down to allow an investigation to take place. After 17 hours of investigation, the system resumed service. According to a media release given by the inspectors, "A bracket beneath one of the People Mover cars dislodged, catching under the rear car of the train approaching Times Square Station. This caused the rear car to come out of alignment and leave the rail. As a result, the second car scraped the platform, dislodging the door as the train pulled into the station."[12]

Cost-effectiveness and use

The Detroit People Mover approaching Joe Louis Arena

The Mover costs $12 million annually in city and state subsidies to run.[13] The cost-effectiveness of the Mover has drawn criticism.[14] In every year between 1997 and 2006, the cost per passenger mile exceeded $3, and was $4.26 in 2009,[15] compared with Detroit bus routes that operate at $0.82[15] (the New York City Subway operates at $0.30 per passenger mile). The Mackinac Center for Public Policy also charges that the system does not benefit locals, pointing out that fewer than 30% of the riders are Detroit residents and that Saturday ridership (likely out-of-towners) dwarfs that of weekday usage.[13] The system was designed to move up to 15 million riders a year. In 2008 it served approximately 2 million riders. This meant the system averaged about 7,500 people per day, about 2.5 percent of its daily peak capacity of 288,000.[16][17] In 2006, the Mover filled less than 10 percent of its seats.[13]

As of 2016, passengers pay $0.75 per trip, with discounts for seniors and multiple rides.[18]

Among the busiest periods was the five days around the 2006 Super Bowl XL, when 215,910 patrons used the service.[19] In addition to major downtown concerts and sporting events, other high ridership times include the week of the annual North American International Auto Show in January and the Youmacon anime convention at the end of October, ever since the convention expanded in 2012 to utilize Cobo Center in addition to the Renaissance Center. The system had 92,384 riders during the 2014 extended con weekend.[20]

As the downtown area has changed, this has impacted service and access to certain stations although the overall route and placement of the stations remains the same. When the J. L. Hudson Department Store building was imploded in October 1998, the nearby part of the track was damaged and forced the system to shut down. Before the track was completely repaired about a year later, limited service went into effect. In 2000, the David Whitney Building closed, cutting off access to the Grand Circus Park Station. The station later reopened without handicapped access as that was inside the David Whitney Building, which eventually reopened in late 2014. During construction of Compuware World Headquarters and parking garage, the Cadillac Center stop was closed as part of the parking structure was built around it. The station remained largely untouched and unmodified although the entrance was slightly expanded to allow a direct walkway to the nearby parking garage staircase and elevator tower.

In 2002, the concrete berms in front of the Renaissance Center were removed to make it more inviting to the rest of downtown. This also required the demolition of the station and tile artwork by George Woodman. Limited service continued but once again, ridership dropped significantly (see graph below) until the station and section of track were rebuilt to restore full circular operations in 2004. To replace the old artwork, Woodman designed a new tile art piece called Path Games.

As part of the restoration of the David Whitney Building, the Grand Circus Park station was closed on August 16, 2014 to complete a facelift which was originally planned to open in January 2015. The improved station will now feature ADA accessibility independently of the David Whitney Building. The project is overseen by Dumas

Concepts in Building. The Grand Circus Park station officially reopened on June 13, 2015.[21] Because of the closure, the 2014 ridership level of that station dropped to 72,774 (12 out of the 13 stations). For comparison, the 2013 ridership level at Grand Circus was 136,255.[22]

Expansion

There have been proposals to extend the People Mover northward to the New Center and neighborhoods not within walking distance of the city's downtown. A proposal was put forward by Marsden Burger, former manager of the People Mover, to double the length of the route by extending the People Mover along Woodward Avenue to West Grand Boulevard and into the New Center area.[23] New stops would have included the Amtrak station, Wayne State University and the cultural center, the Detroit Medical Center, and the Henry Ford Hospital. The plan was proposed at a tentative cost of $150–200 million, and would have been paid for by a combination of public and private financing.[24] It was ultimately decided that the system would instead be connected to New Center by a streetcar line following much of the proposed route.

Operations and maintenance

The People Mover is owned and operated by the Detroit Transportation Corporation, an agency of the Detroit city government.

The People Mover system's operations center is located at the Times Square Station. Housed in the same complex is the system's maintenance facility and storage of the cars in an indoor facility.[25] Cars enter south turnout to enter the maintenance facility and exit from the north turn out back onto the main track. Maintenance equipment (work cars, etc...) are lifted up to track level by crane, but not stored with the DPM cars.

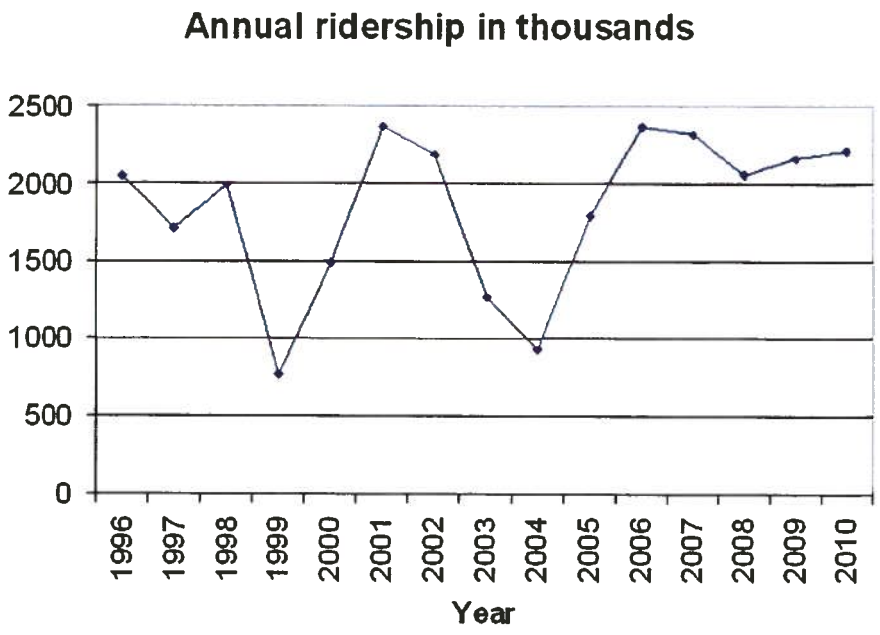
Work cars

Work cars are not maintained or owned by DPM, but by contractors:[26]

- three car Loram rail grinding set (8 stone L-Series Specialty Rail Grinders)

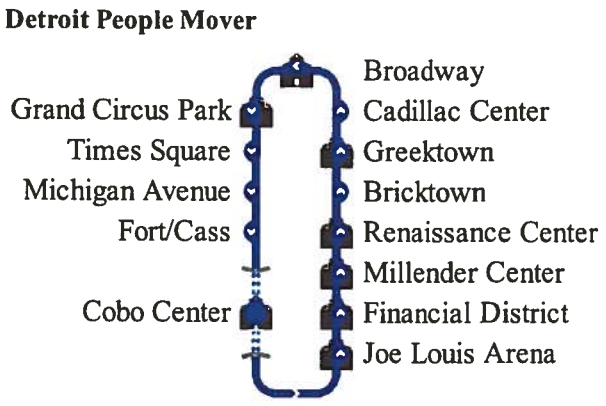
Ridership

Year	Calendar Year Ridership (Jan. 1-Dec. 31)	Fiscal Year Ridership (July 1-June 30)	Source
2001	2,369,915	2,104,832	DTC[27]
2002	1,837,807	2,186,526	DTC[27]
2003	1,017,243	1,267,927	DTC[27]
2004	953,753	922,644	DTC[27]
2005	1,792,924	1,339,646	DTC[27]
2006	2,368,361	2,307,909	DTC[27]
2007	2,320,433	2,307,774	DTC[27]
2008	2,059,714	2,315,395	DTC[27]
2009	2,161,436	1,941,501	DTC[27]
2010	2,216,800	2,181,440	DTC[27]
2011	2,285,358	2,408,131	DTC[27]
2012	2,085,487	2,046,444	DTC[27]
2013	2,207,333	2,118,301	DTC[27]
2014	2,357,520	2,140,066	DTC[27]
2015	2,413,414	2,442,031	DTC[27]



Stations

The DPM stops at 13 stations, eight of which were built into existing buildings. As the system is single tracked, the stations only have a single platform setup. Originally, the 13 stations were planned not to have any distinctive features. However, in 1984 after construction had recently begun, Irene Walt assembled a volunteer committee to persuade the project agency to include artwork in each station. Called the Downtown Detroit People Mover Art Commission (later known as Art in the Stations), they raised $2 million to finance the project. As a result, there are 18 new original pieces of art spread throughout the stations, plus a piece from 1903 that had previously been in storage, on permanent loan from the Detroit Institute of Arts. The commissions efforts and art installation were documented in a 30-minute film by Sue Marx and Pamela Conn, who had recently won an Academy Award for the short documentary Young at Heart. Art in the Stations premiered at the Detroit Institute of Arts in 1989. In 2004, the book Art in the Stations was published, with photographs by Balthazar Korab, containing information on all the station artwork and the artists who created them.



Station	Location
Broadway Station	Broadway and John R. Street (downtown YMCA)
Grand Circus Park Station	Park Street & Woodward Avenue (David Whitney Building)
Times Square Station	Grand River Avenue & Times Square
Michigan Avenue Station	Michigan Avenue & Cass Avenue
Fort/Cass Station	Fort Street & Cass Avenue
Cobo Center Station	Cass Street & Congress Street (inside Cobo Hall)
Joe Louis Arena Station	3rd Street & Jefferson Avenue (Joe Louis Arena)
Financial District Station	Larned Street & Shelby Street (150 West Jefferson)
Millender Center Station	Randolph & Jefferson Avenue (inside Milender Center)
Renaissance Center Station	Renaissance Center
Bricktown Station	Beaubien Street & East Fort Street
Greektown Station	Beaubien Street between Monroe & East Lafayette Street (Greektown Historic District)
Cadillac Center Station	Gratiot Avenue & Library Street

Public art

Each station displays artwork created by various artists. Art was completed with the system opening in 1987 unless otherwise noted:

- Times Square
  - *In Honor of W. Hawkins Ferry* (Artist: Tom Phardel / Pewabic Pottery - glazed tile)
  - *Untitled (1993)* (Artist: Anat Shiftan / Pewabic Pottery - tile mural)
- Michigan Ave
  - *Voyage* (Artist: Allie McGhee - tile mural)
  - *On the Move* (Artist: Kirk Newman - cast bronze shape on tile)
- Fort/Cass
  - *Untitled* (Artist: Farley Tobin - tile mural)
  - *Progression II (1993)* (Artist: Sandra jo Osip - bronze sculpture)
- Cobo Center
  - *Calvacade of Cars (1988)* (Artist: Larry Ebel/Linda Cianciolo Scarlett - mural)
- Joe Louis Arena
  - *Voyage* (Artist: Gerome Kamrowski - venetian glass mosaic)
- Financial District
  - *'D' for Detroit* (Artist: Joyce Kozloff - hand painted ceramic mural)
- Millender Center
  - *Detroit New Morning* (Artist: Alvin D. Loving Jr. - painted glazed tiles
- Renaissance Center
  - *Siberian Ram (1993)* (Artist: Marshall Fredericks - cast bronze sculpture)
  - *Path Games (2004)* (Artist: George Woodman - ceramic tile mural)
  - *Dreamers and Voyagers Come to Detroit (1987-2002)* (Artist: George Woodman - ceramic tile mural, destroyed with station demolition)
- Bricktown
  - *Beaubien Passage* (Artist: Glen Michaels - bas relief on porcelain panels)
- Greektown
  - *Neon for the Greektown Station* (Artist: Stephen Antonakos - free form neon light display)

- Cadillac Center
  - *In Honour of Mary Chase Stratton* (Artist: Diana Kulisek Pancioli/Pewabic Pottery - tile mural interspersed with bronze plaque by Carlo Romanelli 1903)
- Broadway
  - *The Blue Nile* (Artist: Charles McGee - painted mural panels)
  - *Untitled* (Artist: Jun Kaneko - tile)
- Grand Circus Park
  - *Catching Up* (Artist: J. Seward Johnson Jr - bronze statue)

Rolling stock

- Manufacturer: Urban Transportation Development Corporation (now Bombardier Transportation)
- Type: ICTS Mark I
- Number of cars: 12
- Maximum speed: 56 mph[2]

The system operates in two-car pairs.

See also

- Art on the Move
- List of rapid transit systems
- List of United States rapid transit systems by ridership
- Metromover
- Transportation in metropolitan Detroit

References

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External links

Wikimedia Commons has media related to ***Detroit People Mover***.

- Official **Detroit People Mover** website (http://www.thepeoplemover.com/)
- YouTube.com: On-Ride Video of the Detroit People Mover (https://www.youtube.com/watch?v=QDmXMEFEHXc&list=UUtSYN5JteAN2_LVQnqwN7Cw&index=1)

Retrieved from "https://en.wikipedia.org/w/index.php?title=Detroit_People_Mover&oldid=751697557"

Categories: Detroit People Mover | Downtown Detroit | Transportation in Detroit | Rapid transit in Michigan | ART people movers | People mover systems in the United States | Railway loop lines | Urban people mover systems | Railway lines opened in 1987 | 1987 establishments in Michigan | Culture of Detroit | Economy of Detroit

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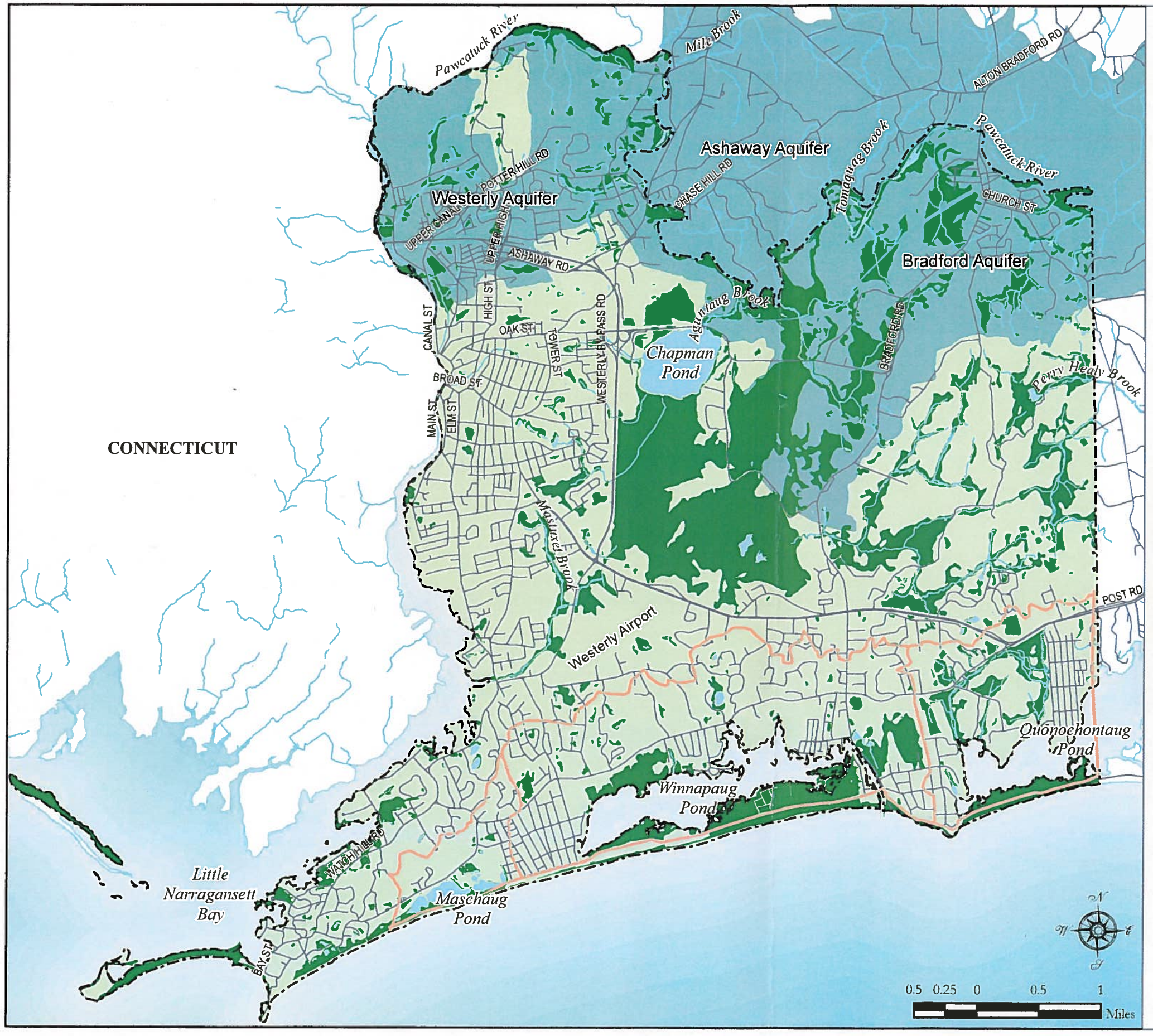
F-0640 Gagnier_J



Legend

- Salt Ponds Special Area Management Plan Areas
- Aquifers
- Wetlands
- Town Boundary
- Ponds
- Streams
- Roads

map source: RIGIS, Town of Westerly GIS, CDM

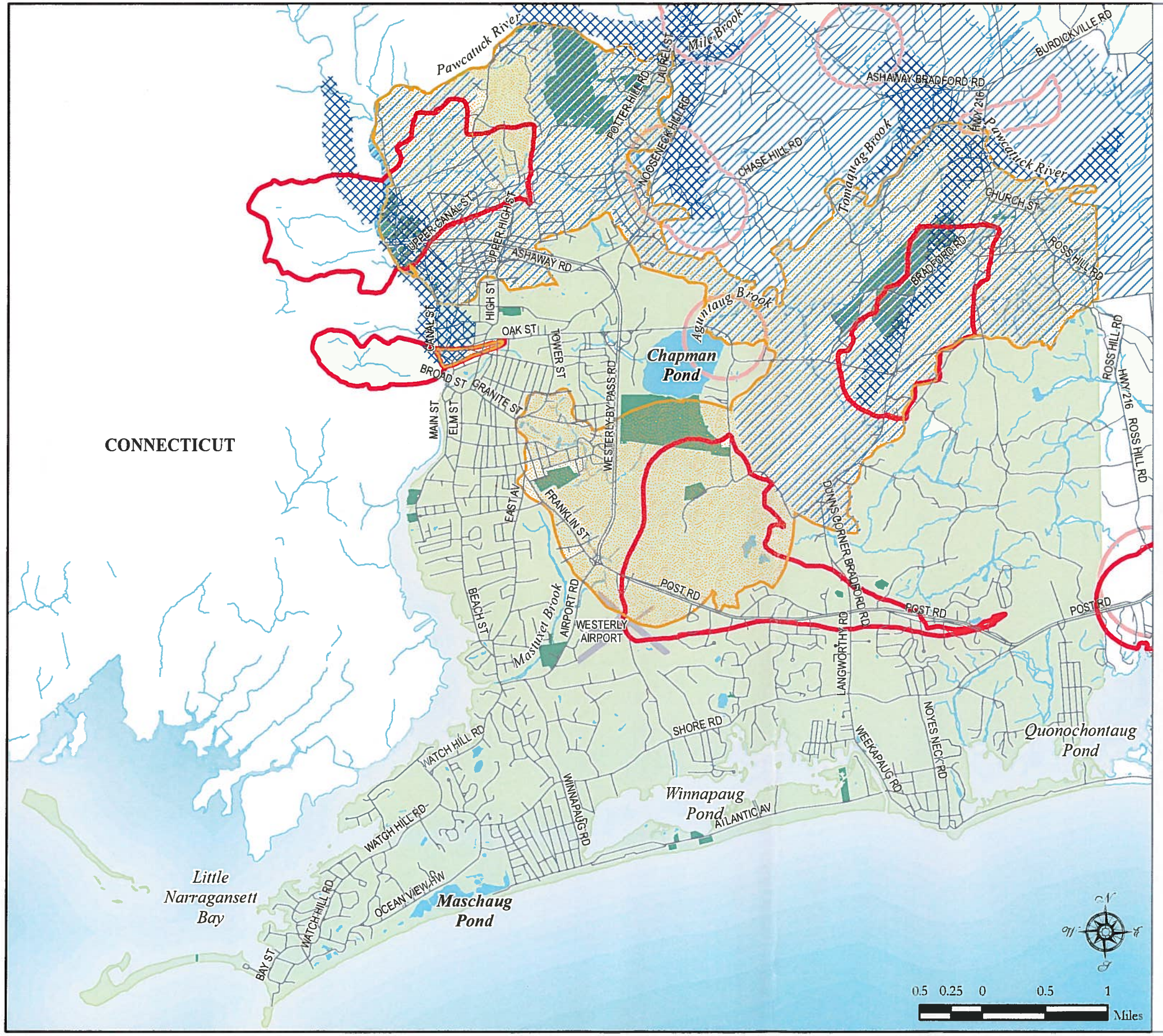
Comprehensive Plan
Town of Westerly, Rhode Island

Figure 3-3
Natural Resources
November 2009

DESIGN based PLANNING, INC.
peter j. smith & company, inc.

This map is intended as an illustrative guide and may be suitable for general planning purposes; however, it is not adequate for legal boundary or regulatory interpretation.

F-0640 Gagnier_J



Legend

- Aquifer Protection Overlay District
- Wellhead Protection Area (Community Wells)
- Wellhead Protection Area (Non-Community Wells)
- Groundwater Recharge Area
- Groundwater Reservoir
- Town-Owned Conservation Land
- Ponds
- Streams
- Roads
- Town Boundary

map source: RIGIS, peter j. smith & company, inc.

Comprehensive Plan
Town of Westerly, Rhode Island

Figure 4-3
Source Water Protection
May 2008

DESIGN based PLANNING, INC. peter j. smith & company, inc.

Chapter 260. Zoning

Article X. Overlay Zoning Districts

§ 260-52. Aquifer Protection Overlay District.

[Amended 9-27-1999 by Ch. No. 1276]

A. Purposes. The groundwater underlying the Town is the sole source of its existing and future drinking water supply; discharges of toxic and hazardous materials and sewage discharge threaten the quality of such groundwater supplies and related water resources posing potential public health and safety hazards and threatening economic losses to the community; thus, the purpose of an Aquifer Protection Overlay District (APOD) is to protect the Town's aquifers from contamination through incompatible land uses; to protect, preserve, and maintain the quality and quantity of the groundwater supply; and to protect the health, safety, and welfare of the public. The areas which are in need of protection include the public supply wells, groundwater reservoirs and their associated recharge areas.
[Amended 9-27-1999 by Ch. No. 1276]

B. Designation. The district includes all land shown on the map entitled "Aquifer Protection Overlay District for the Town of Westerly, January 2000" attached and made a part hereof.[1]
[Amended 9-11-2000 by Ch. No. 1320]
[1] *Editor's Note: The Aquifer Protection Overlay District Map is on file in the Clerk's office.*

C. Characteristics. The character of soils and subsoil conditions in these areas is such that any use introducing pollutants, contaminants or wastes into the natural drainage system could adversely affect the quality of municipal drinking water sources.

D. Permitted aquifer protection. Aquifer Protection Overlay District (APOD) is an overlay district and in addition to the requirements of the underlying zoning district, an aquifer protection permit shall be required in accordance with the Standard Use Table for the Aquifer Protection Overlay District (APOD) attached hereto.[2]
[2] *Editor's Note: The Standard Use Table is included at the end of this chapter.*

E. Aquifer protection permits.

(1) Application:

(a) An application for an aquifer protection permit may be made by any person, group, agency or corporation with a legal interest in the land to which it applies by filing in the office of the zoning enforcement officer an application describing the request.

(b) The form and such data and/or evidence which comprise such an application is set forth in Appendix H hereof. Said form and the data and/or evidence required thereby are incorporated herein and made a part of this chapter.[3]
[3] *Editor's Note: Appendix H is included at the end of this chapter.*

(c) Upon receipt of an application, the zoning enforcement officer shall immediately transmit it to the Zoning Board together with a copy to the Planning Board. The Zoning Board shall review said application at its next meeting. If it deems the application complete or grants a waiver of any items

otherwise required, it will order the application advertised for hearing for its next regular or special meeting.

(2) Planning Board recommendation: The Planning Board shall conduct its development plan review and give its advisory opinion to the Zoning Board.

(3) Notice and hearing: The Zoning Board shall give public notice of the time and place of hearing at least 14 days prior to the date of hearing in a newspaper of general circulation in the Town. Notice of hearing shall be sent by the applicant by both first-class mail, postage prepaid, and by certified mail, return receipt requested, to all those owners of real property or other entities which would require notice under RIGL 45-24-53 at least 21 days prior to the date of the hearing. Notice shall be sent to the last known mailing address as shown on the current real estate tax assessment records, and if such address is different from the property address, also to said property address by first-class mail, postage prepaid. Said notice shall include the street address of the property for which the aquifer protection permit is sought. Prior to the hearing, the applicant or its legal representative shall file with the Board a notarized affidavit that the notice provisions have been satisfied.

(4) Findings of Zoning Board: In granting an aquifer protection permit, the Zoning Board shall be satisfied by legally competent evidence that all best practices and procedures to minimize the possibility of any adverse effects on the aquifer have been considered and will be employed, including but not limited to considerations of soil erosion, water supply protection, septic disposal and wetland protection.

F. Aquifer protection report. Within two years from the effective date of this section, the Planning Board shall, after conducting public hearings, report to the Town Council its findings and recommendations for protecting the groundwaters of Westerly which serve as a drinking water supply to the Town. The report shall make recommendations for the repeal, continuation or amendment of this section.

G. Dispute of boundary. When the boundaries of the Aquifer Protection Overlay District are in doubt or in dispute, resolution of the dispute shall be sought by means of an application, accompanied by adequate documentation, to the Planning Board. The burden of proof shall be upon the owner(s) of the land in question to show where the boundaries should be located. At the request of the owner(s), the Town may engage a professional civil engineer, hydrologist, geologist, or soil scientist to more accurately determine the boundaries of the APOD in question with respect to individual parcels of land. The Town may charge the owner(s) for all or part of the costs associated with this investigation.

H. Partial location within district. When a lot is partially within the Aquifer Protection Overlay District, the entire lot is considered to be located within the district.

I. Changes to the Aquifer Protection Overlay District boundaries. The Planning Board shall be responsible for accepting request changes to the delineation of the APOD and forwarding a recommendation on this request to the Town Council. Prior to the decision on the request, the Planning Board shall review and consider recommendations of the Town Planner, the Conservation Commission Chair, or the Town Engineer. The Planning Board shall make a recommendation to the Town Council on the request to change the delineation within 60 days of receipt of the request. The Planning Board may determine that more information is required before a decision can be rendered, in which case the review period will be extended an additional 60 days following receipt of the additional materials.
[Amended 9-27-1999 by Ch. No. 1276]

J. Nothing contained in this section shall prohibit the Zoning Board of Review from granting variances and/or special use permits under the provisions of this chapter in addition to granting aquifer protection permits.
[Amended 9-27-1999 by Ch. No. 1276]

17 January 2017

To: Federal Railroad Administration

From: Nancy d'Estang, [redacted] Old Mystic., Ct. 06372; [redacted]

Thank you for the opportunity to view and to express my opinion on Tier I before the deadline Jan. 31, 2017.

Perhaps there are many leaders and administrators who have not ridden on the Northeast Corridor rail line from Westerly, RI to Penn Station, NY; who have not witnessed a recent, failed "high speed" upgrade to this line, have not studied the state and federal budgets—and have not ridden on trains in other countries. There are models elsewhere of exquisite rail transportation; building a "steam-train era" line along the coast in Ct. is absurd, even as it is absurd to continue making mistakes with the transportation infrastructure.

The FRA says: there are "face bridge choke points, at-grade crossings and lines near the water" so they propose solving those problems by building a "bypass through the [Ct.]region". If these administrators had ridden the line, they would understand that jammed urban corridor choke-points exist all the way from Stanford to Penn. Station; trains plod; there is virtually no beauty on the trash-filled/asphalt route. It is criminal, therefore, to think about destroying rare historic villages, exceptional natural beauty and water vistas in Old Saybrook and Old Lyme with a vulnerable, slow, expensive coastal line, rather than moving/up-grading the entire route between New Haven and NY.

Why even contemplate slow, old, tried, tired methods---so that a small % of the population saves 25 minutes? Research climate change, rising waters and wind velocities; employ international planners, conservationists, landscapers, futurists.

PLEASE STUDY---AND RIDE the existing 250 to 325 m.p.h trains in use elsewhere.

Think MAGLEV!

Ronald G. Rios
Freeholder Director

Carol Bellante
Deputy Director

Kenneth Armwood
Charles Kenny
Shanti Narra
Charles E. Tomaro
Blanquita B. Valenti
Freeholders

COUNTY OF MIDDLESEX
DEPARTMENT OF INFRASTRUCTURE MANAGEMENT

Office of Planning

Charles E. Tomaro
Chairperson, Infrastructure Management Committee

John A. Pulomena
County Administrator

Khalid Anjum
Department Head

Matthew Vaughn
Chairman, Planning Board

Dorothy K. Power
Secretary, Planning Board

Steven D. Cahn, Esq.
Counsel, Planning Board

George M. Ververides, P.P., A.I.C.P
Director

January 13, 2017

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

Re: NEC Future Tier 1 Final Environmental Impact Statement

Dear Ms. Reyes-Alicea:

In response to the invitation of the Federal Railroad Administration for feedback on the Preferred Alternative of the NEC FUTURE Tier 1 Final Environmental Impact Statement (EIS), the Middlesex County Department of Infrastructure Management, Office of Planning offers the following recommendations in advancing along the Northeast Corridor.

Priority improvements from the Preferred Alternative should focus on the maintaining a state of good repair and strengthening safety operations with Positive Train Control provisions throughout the Northeast Corridor, the elimination of curves, and an increase in one seat ride service wherever possible to make rail service along the Corridor more competitive with driving. A key project that provides a critical link in northeastern New Jersey and effects service Washington and New York is the replacement of the Portal Bridge over the Hackensack River in order to meet expected future travel demand. This bridge is over 100 years old and one of the oldest infrastructure pieces within the Corridor. It carries about 450 trains per weekday, creates a bottleneck along the busy Northeast Corridor that conflicts with marine traffic, limits operating speeds and affects service reliability.

Other projects in the New Jersey – New York region of the Corridor that require priority are the Gateway-Hudson River Crossing improvements that are becoming increasingly urgent to provide existing and future travel needs.

With regard to new stations and railroad segments in the Central New Jersey region, priority work in this area needs to be given in coordination with NJ Transit to building the new station in North Brunswick and the construction of the Midline Loop turnaround facility crossing the Northeast Corridor just south of the proposed North Brunswick Station.

Other long term new railroad segment proposals in this Alternative include a new two track segment starting in North Brunswick adjacent to the existing Northeast Corridor Line and the related tunnel segments under the Raritan River through New Brunswick and Highland Park, and short tunnel segments near Metuchen in Middlesex County, Elizabeth in Union County, and Newark in Essex County. We ask that any further development of these proposals be done in an inclusive manner with the participation and input of all affected municipal, County, State and regional officials and stakeholders with the intent of minimizing any negative impacts from these proposals. We ask that these proposals also be developed in close coordination with the development of other regional transportation plans and programs including the North Jersey Transportation Planning Authority's Regional Transportation Plan, " Plan 2045, Connecting North Jersey" which is in the process of being developed.

We look forward to participating in any further developments on the NEC FUTURE work that involves service, operational and infrastructure improvements along the Northeast Corridor.

Sincerely,

MIDDLESEX COUNTY DEPARTMENT OF INFRASTRUCTURE MANAGEMENT
OFFICE OF PLANNING

George M. Ververides
Director

Cc: Mr. John A. Pulomena, County Administrator
Mr. Khalid Anjum, Department Head
Ms. Mary K. Murphy, Executive Director, North Jersey Transportation Planning Authority

Amy Rose Weinreich
Town Clerk
Clerk to the Town Council
Clerk of the Probate Court
Clerk to the Board of Canvassers

TOWN OF CHARLESTOWN

4540 So. County Trail
Charlestown,
Rhode Island 02813

Tel (401) 364-1200
Fax (401) 364-1238

Hearing/Speech Impaired,
Dial 711-364-1240

January 13, 2017

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

Dear Ms. Reyes-Alicea:

At a Special Meeting held January 10, 2017, the Charlestown Town Council unanimously approved the enclosed Resolution in Opposition to the Preferred Alternative of the Northeast Corridor FUTURE, Washington, DC to Boston, MA Tier 1 Final EIS. The Charlestown Town Council opposes the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders and believes the railroad should be kept on its current right-of-way.

On behalf of the Council, thank you in advance for your consideration of joining the Town of Charlestown in opposition.

Sincerely,

Amy Rose Weinreich, CMC
Town Clerk

Enclosure

cc: U.S. Senator Jack Reed
U.S. Senator Sheldon Whitehouse
U.S. Representative James R. Langevin
Governor Gina Raimondo
State Senator Dennis L. Algiere
State Senator Elaine J. Morgan
State Representative Blake A. Filippi
Rhode Island Municipalities

Northeast Corridor FUTURE, Washington, DC to Boston, MA
Tier 1 Final EIS
A RESOLUTION IN OPPOSITION TO THE PREFERRED ALTERNATIVE IN CHARLESTOWN, RI

The Town Council of the Town of Charlestown hereby resolves as follows:

WHEREAS, the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS, the proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS, through lack of specific outreach on the part of the Federal Railroad Administration, the Town of Charlestown, its citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown, and as a result there were no comments received from the Town or interested parties in Charlestown during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS, the review and outreach that the Town of Charlestown, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS, the scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe
4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS, the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a period of time which the Town of Charlestown considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS, the Town of Charlestown will bear a significant burden due to loss of areas of environmental, historic, agricultural and social importance without commensurate benefits to the community as a whole.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Charlestown hereby opposes a change to the railroad alignment within its borders, and authorizes its Town Administrator to undertake the following:

1. Prepare and send a letter of opposition to the Federal Railroad Administration, along with a request to extend the comment period on the Tier 1 Final EIS to April 1, 2017.

2. Prepare and send a letter to Governor Raimondo of Rhode Island stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way, with copies to all of its federal and state legislators.

3. Prepare and send letters to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse and Congressman James Langevin stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way.

4. Prepare a detailed response to the contents of the Final EIS, as time may allow, including evidence of incomplete and inaccurate data and improper process, to be distributed to all involved agencies and officials.

5. Prepare and send a request to all municipalities within the State of Rhode Island, requesting support of this resolution.

6. Invite a joint resolution with our neighboring towns in Washington County.

The resolution shall take effect upon passage.

By resolution of the Charlestown Town Council
at a meeting duly held on January 10, 2017.

Amy Rose Weinreich, CMC

Attested To By
Amy Rose Weinreich, CMC Town Clerk

NEC FEIS Comments - RECORD #666 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I do not agree with R.I. updating the train rails already in place. We do not need a faster train system at the expence of home owners and tax payers. I vote totally against this issue!!!!

NEC FEIS Comments - RECORD #667 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name :
Last Name : Rue
Stakeholder Comments/Issues :

I am a RI resident- I live in Providence, RI 02903 and I'm writing to state my objection to the NEC Future track straightening project.
I want RI to protect Narragansett tribal land and sacred sites.

thank you
Rue Sakayama

NEC FEIS Comments - RECORD #668 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name : Jess
Last Name : Dolan
Stakeholder Comments/Issues :

To whom it may concern,

My name is Jessica Dolan and I am a resident of Providence, RI. I have heard stories on the news lately about people in southern RI being opposed to the straightening of the rail line.

I want to say that I support the plans to improve Amtrak service in the Northeast Corridor, including the proposal to straighten the route. We need to support train travel. The domination of the automobile has so many negative effects on our communities, from the decimation of downtowns to climate change, and I wish people could see this beyond their NIMBYism.

I routinely use Amtrak to travel to see my brother, nephews, niece, and friends, and I would benefit from more frequent, faster service. Thank you for your consideration of my opinion.

Sincerely,

Jessica Dolan
[redacted]
Providence, RI

NEC FEIS Comments - RECORD #669 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I do not want Amtrak Bipass [redacted] Joyce Butler

NEC FEIS Comments - RECORD #670 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name : Dawn
Last Name : Pagan
Stakeholder Comments/Issues :

To Whom It May Concern,

I reside at [redacted], Pawcatuck, Connecticut. My neighbor, Mae K. White, resides at [redacted] She is an elderly woman and does not have access to a computer. She requested that I include her in any letters opposing this project as she highly opposes a high speed railroad being placed directly next to her house.. Her home is within feet of the Elmridge Golf Course.

I SEVERELY OPPOSE THIS PROJECT AS WHERE YOU ARE SEEKING TO PLACE A HIGH SPEED RAILROAD WITHIN THE DISTANCE OF WHICH I COULD THROW A BASEBALL FROM MY PROPERTY. I am a first time home buyer who looked for a house for TWO YEARS before I found this home. My property value would plummet and I would be in a financial mess because of this project not to mention the fact that my house was built in the 1950's so it would impact not only my foundation but my water well. I work in public safety and can't tell you how many times safety has been an issue with train tracks on the road between accidents and suicides. The whole reason I purchased a home here was because this is a quiet community and with a high stress job I need a place to decompress. Things won't be so quiet any more with the rumble of a high speed railroad coming through and the sound of the horn blowing around the clock. This area is a quiet area where people from all over the community exercise, walk their dogs, ride their bicycles and enjoy nature hikes. My property is adjacent to the Stonington Land Trust which owns 55 acres of land with the mission of PRESERVING that land and the wildlife in the area. Placing a high speed railroad would DESTROY the way of life in this community.

I also find it "interesting" that many communities are just learning of these plans and that homeowners, including myself have only just learned of these plans that could have a devastating impact on so many levels. Reviewing your website it says that their has been compliance with all laws and regulations in regards to this process, yet after attending a meeting in my town it was revealed that an FOI request was submitted in APRIL OF LAST YEAR which has yet to be adhered to. Included in the FOI request was a request of detailed maps that would specifically show the blueprints related to properties that would be directly impacted or as was described "taking maps". This is information that would be beneficial to the community as a whole.

The purpose of this email is to inform any companies, government entities, invested parties, or any and all decision makers involved in the proposal of the Kenyon to Old Lyme Bypass that both myself and my neighbor Mae White oppose this project.

- Dawn M. Pagan
[redacted]
Pawcatuck, Connecticut 06379
[redacted]
[redacted]

January 17, 2017

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

Ms. Rebecca Reyes- Alicea:

I wanted to take a minute of your time to express my sincere concerns about the plan for the Old Saybrook to Kenyon bypass. I hope that you are listening to all of us down here in Southern RI when we voice our concerns for family homes, farms, Tribal land, preserved lands, and so much more. I took a wonderful hike at Frances Carter Preserve in Charlestown this weekend as I do most weekends year round. This has been one of my family's favorite hiking spots for over 20 years. I've grown up in those woods, on these trails and can't imagine my life without them. Not only has it been educational learning about the ecosystem and wildlife that resides there but it's a place of tranquility. To say that I'm opposed to the proposal set forth by the Federal Railroad Administration is an understatement. There is no reason I can see or that has been mentioned to not extend the comment period for this boondoggle of a project. More research needs to be done on where exactly we will be able to get more land from if this plan was to go through and destroy this beautiful part of the State of Rhode Island. I'm requesting the comment period be extended and/or the Old Saybrook to Kenyon bypass be removed from this plan. Thank you for your time and consideration on this matter. I look forward to hearing from you.

Sincerely,

Erin Kenyon
Charlestown, RI

F-0650 Gibson_Katherine

Jan. 13, 2017

Dear Ms Rebecca Reyes- Alicea,

The more I have learned about the proposed FRA bypass from Old Lyme, CT through the Westerly/Charlestown area into South Kingstown, RI, the more concerned and alarmed I have become.

The absence of documentation in the proposal that reflects knowledge of the of locale points to the fact that necessary study has not been done for this portion of the Washington to Boston streamlining plan. It is as if a line has been drawn on a map without actually considering the environmental, cultural, historic and economic aspects of the area. And now we are asked to accept a project plan, moving it from Tier 1 to Tier 2, without preliminary study.

Let me focus on the proposed route through my home area as it lasers its way through the Westerly/Charlestown countryside to the South Kingstown border. The planned route will bisect, invade, maim, eliminate, literally lay waste to years of careful preservation of land that now provides significant protection of aquifers (the only water source for residents in Charlestown), farmland (a source of food for segments of RI and communities beyond), and recreation (a primary economic base for Charlestown – actually for most all of South County i.e. Washington County). Portions of land heretofore promised to be left either undisturbed or undeveloped for all time – in perpetuity - would now be subject to destruction and degradation. Woodlands, existing structures and land forms would be targeted for removal, wildlife sanctuaries disrupted, historic sites destroyed, hiking trails eliminated, native land compromised, and wetlands filled in preparation for laying new tracks….And what about safety issues and noise creation associated with 220 mph missiles speeding through the countryside?

The trust relationship that has been carefully cultivated over the course of years among citizens, non profit organizations such as the Nature Conservancy and the Charlestown Land Trust, and other funding agencies including local and state governments, will be undermined and threatened by the knowledge that protected land may in fact not be protected. Commitment to the preservation of our precious resources has been proven by the people of RI, at state and local levels, who consistently vote to fund the acquisition of areas to be saved from unnecessary development or exploitation.

I urge you to respect the will of the people of Charlestown, of South County and of Rhode Island by canceling the proposed bypass between Old Lyme and South Kingstown. Keep the tracks as they are located at the present time. Do the proposed re-engineering of tracks through the large metropolitan areas as needed. But **call a halt at the Tier 1 level,** to the Old Lyme to South Kingstown bypass **NOW**.

Sincerely,
Katherine Gibson

Katherine Gibson
[redacted]
Carolina, RI 02812

1/14/17

To the US_DOT Federal Railroad Association,

It has come to our attention in Charlestown RI, that the Federal Railroad Association has proposed a plan to expand the Railroad that would impact the state of Connecticut and Rhode Island – specifically Charlestown RI. I am writing to you to Just Say No! This will impact the way we know and enjoy Westerly and Charlestown RI, specifically.

The plan that is proposed does tremendous damage to the current private homes, historic sites, cemeteries, and a vast amount open space and conservation and farmland properties.

I know that RI state representatives and residents want people to "Discover Beautiful RI". It is hard to imagine that what that means is discover that RI has decimated multiple open space properties where RI residents and visitors used to visit to find a train railroad going smack thru where trails and RI birds and animals and residents once lived. Please do not let this happen!!!

Just Say No to the proposed re-route of the railroad thru RI. The value of RI properties should outweigh the enormous effort and dollars required to save a few minutes between Westerly and Charlestown RI. Over the years the RI taxpayers have voted and approved spending millions of dollars on conservation of RI land. The Westerly and Charlestown open spaces have been partially funded by Federal and State Grants, RI town funding, DEM, and the Nature Conservation.

You can stop this! Please stop this!

Jane Burns

Jane Burns
RI resident 30 years
Charlestown resident – 28 years
Charlestown Land Trust Board member

Dominic D. Zachorne
[redacted]
Wickford, RI 02852

January 10, 2017

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 23, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Dominic D. Zachorne

January 12, 2017

Dear Sir or Madam:

I am writing to **OPPOSE** the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on **December 20, 2016.**

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Erin Kenyon

Charlestown, RI

George W. Zachorne
[redacted]
Charlestown, RI 02813

January 10, 2017

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 23, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

George W. Zachorne

Christian Zachorne
[redacted]
Charlestown, RI 02813

January 10, 2017

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 26, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Christian Zachorne

Nicole Torres
[redacted]
Pawcatcuck, CT 06379

January 11, 2017

Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor Joint Program Manager
US DOT, Federal Railroad Administration [FRA]
One Bowling Green, Suite 429
New York, NY 10004

LETTER OF DISAPPROVAL FOR PROPOSED AMTRAK BYPASS

Dear Mrs Reyes-Alicea,

I live at [redacted] in Pawcatuck, CT and am very concerned about the proposed Amtrak bypass through Stonington and Westerly and its impact. The proposed bypass it will run through Elm Ridge Golf Course, which is directly adjacent to my backyard.

My husband and I started our family and moved our careers here 10 years ago when we purchased our first home on Croft Ct, in Pawcatuck. Over the years our family has grown as well as our love for this community. Two years ago we had an opportunity to move into our second home that kept us right here in Pawcatuck. We felt fortunate to be able to move into a larger home with more land and privacy for our family and that this home would be our permanent home. Adding to the appeal of this particular property was that neighbors Elm Ridge Golf Course in this residential neighborhood.

I am very concerned about the major impacts that the Amtrak bypass will have on my family, environment, house value, quality of life and character of our community both short and long term. Further more the coastal bypass that affects and disrupts the towns of Old Lyme, CT, Stonington, CT and the many other residential communities through Connecticut and Rhode Island only saves 1 min off time. Furthermore existing tracks cane be used which saves money and project completion time.

It is with a great sense of urgency that I am opposed to this proposal and request immediate action to have this bypass route option through Stonington removed from future Rail Road Plans.

Respectfully,

Nicole Torres

January 1, 2017

[redacted]
Old Lyme, CT 06371

To Whom It May Concern,

I would like to convey my opposition to the portion of the "Alternative 1" railway route which would run from Old Saybrook, CT to Rhode Island. This path would have a huge negative impact on our community's historic and commercial centers; damage our town's unique cultural heritage; irreparably harm the special environment and undo the results of several generations' conservation efforts and significant private and governmental funding; and lower property values (we have already seen the negative effects on the few real estate transactions that have occurred since it became known that Alternative 1 was being considered)—in short, it will destroy our town. In addition, the cost of this bypass route would be enormous. I use Amtrak and support investments in our rail service that would provide improved capacity and faster service. However this should not be at such a high cost to one town. The negative impact cannot be overstated. Please re-consider other options such as re-engineering and/or replacing the railroad tracks in their current location.

Sincerely yours,

Lea C. Harty

Lea C. Harty, Ph.D.

To whom it may concern,

1/2/17

I am writing to express my strong opposition to the Preferred Alternative for the Northeast Corridor development plan. While I am generally in favor of improving the rail system in the northeast corridor, I believe that the Preferred Plan, and in particular, changes to the plan that involve rerouting trains through the town of Old Lyme, is seriously flawed and should not be implemented. The plan would negatively impact the small town feel and culture of the historical town of Old Lyme. Already, the possibility of the plan being implemented has impacted property values and house sales in our area. As an alternative, I believe that improvements to the existing train path would be welcome and less destructive.

Regards,

Patrick Harty

1-7-17

To Whom it may concearn,

I Edward h. Gaudinen of Old Saybrook, Ct am writing to express my outrage at the propossed rail route that would cross the Ct riven in old Saybrook, Ct.

This plan is a shourt-sited waste of money that would reap only the smallest of gains.

We here in Old Saybrook will fight this with all nesources at our disposal and are commited to making sure our beautiful water-way is not distroyed.

I urge you to persue alternative routes to avoid the ultamate conflicts and defeat this projeet will encounten.

Edward h. Gaudinen

Decendant of Lion David Gaudinen, settler of Old Saybrook Ct 1635-1675

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

January 6, 2017

Dear Sir or Madam

On December 21, 2017, I first learned about the plan to move the railroad tracks through southwestern RI. As a resident of eastern Connecticut as well as Charlestown, RI am very concerned about this plan. I am writing to express my sincere and profound opposition to the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice and opportunity to comment on this plan.

I do not see how saving 45 minutes from Boston to New York City justifies this destructive plan that will surely have negative environmental, historical and political ramifications for the people of Connecticut and Rhode Island.

Sincerely,

Linda Kelley Duckstein

Linda Kelley Duckstein
[redacted]
Mansfield Center, CT 06250

[redacted]
Charlestown, RI

CONNECTICUT AIRPORT AUTHORITY

January 4, 2017

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

Dear Ms. Reyes-Alicea:

I am writing to formally note my comments and express my concerns with the Federal Railroad Administration's (FRA) release of the Tier 1 Final Environmental Impact Statement for NEC FUTURE.

While the Connecticut Airport Authority (CAA) acknowledges the steps that were taken to incorporate the New Haven-Hartford-Springfield line into the Preferred Alternative, we continue to be disappointed in the FRA's shortsighted view regarding access to Bradley International Airport. As the second-largest airport in New England, which has been experiencing considerable growth over recent years, we strongly believe that plans for the future of the Northeast Corridor must better address access to Bradley. A number of other airports affected by the plan will stand to receive a disproportionate level of increased access as a result of the plans described in the Preferred Alternative, and the CAA contends that access to Bradley International Airport should receive a much higher level of attention due to the airport's importance to regional multimodal travel. We would appreciate the opportunity to work with the FRA further to discuss these concerns and possible solutions.

Thank you for your consideration of these comments. If you have any questions, please feel free to contact me at 860-292-2054 or kdillon@ctairports.org.

Sincerely,

Kevin A Dillon

Kevin A. Dillon, A.A.E.
Executive Director
Connecticut Airport Authority

December 30, 2016

Subject: Extend the Deadline & Drop the Kenyon to Old Saybrook Bypass

Dear Sir or Madam:

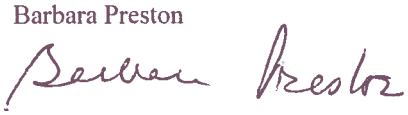
I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass Spring, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Barbara Preston



Jan. 13, 2017

Dear NEC FUTURE,

The more I have learned about the proposed FRA bypass from Old Lyme, CT through the Westerly/Charlestown area into South Kingstown, RI, the more concerned and alarmed I have become.

The absence of documentation in the proposal that reflects knowledge of the of locale points to the fact that necessary study has not been done for this portion of the Washington to Boston streamlining plan. It is as if a line has been drawn on a map without actually considering the environmental, cultural, historic and economic aspects of the area. And now we are asked to accept a project plan, moving it from Tier 1 to Tier 2, without preliminary study.

Let me focus on the proposed route through my home area as it lasers its way through the Westerly/Charlestown countryside to the South Kingstown border. The planned route will bisect, invade, maim, eliminate, literally lay waste to years of careful preservation of land that now provides significant protection of aquifers (the only water source for residents in Charlestown), farmland (a source of food for segments of RI and communities beyond), and recreation (a primary economic base for Charlestown – actually for most all of South County i.e. Washington County). Portions of land heretofore promised to be left either undisturbed or undeveloped for all time – in perpetuity - would now be subject to destruction and degradation. Woodlands, existing structures and land forms would be targeted for removal, wildlife sanctuaries disrupted, historic sites destroyed, hiking trails eliminated, native land compromised, and wetlands filled in preparation for laying new tracks….And what about safety issues and noise creation associated with 220 mph missiles speeding through the countryside?

The trust relationship that has been carefully cultivated over the course of years among citizens, non profit organizations such as the Nature Conservancy and the Charlestown Land Trust, and other funding agencies including local and state governments, will be undermined and threatened by the knowledge that protected land may in fact not be protected. Commitment to the preservation of our precious resources has been proven by the people of RI, at state and local levels, who consistently vote to fund the acquisition of areas to be saved from unnecessary development or exploitation.

I urge you to respect the will of the people of Charlestown, of South County and of Rhode Island by canceling the proposed bypass between Old Lyme and South Kingstown. Keep the tracks as they are located at the present time. Do the proposed re-engineering of tracks through the large metropolitan areas as needed. But **call a halt at the Tier 1 level,** to the Old Lyme to South Kingstown bypass **NOW**.

Sincerely,
Katherine Gibson Katherine Gibson
[redacted]
Carolina, RI 02812

F-0664 Blustein_David

David Blustein
[redacted]
Quaker Hill, CT 06375
[redacted]
Janurary 18, 2017

Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Subject: NEC Future Bypass Plan

Dear Regional Administrator,

I understand that you have the funds available to develop a faster route for the NE Reginal and Acela Trains. The new route has some points that are understood, like low points close to the water. The amount that is available is a very large amount. This train route is well used by passengers. Passengers are pleased with the service. I do not think that on a cost return basis it is worth the construction costs and the disruption of local historic communities. The residents and riders do not see the worthiness of this endeavor.

To increase ridership on this line, speed is not the incentive, but lowering the fare would be a greater incentive to gain more riders. With this money, could it be used to supplement the fares?

There are many more critical railroad problems that are present in our country. Getting a freight shipment through Chicago takes longer than sending a carload from California to Chicago. Safety concerns on unsafe rails and equipment that we see in the accident reports can be corrected with your funds.

Please take these concerns and issues to heart and respond to me in a positive, not a defensive manner.

Best regards, David Blustein
David Blustein

Cc: U.S. Senator Richard Blumenthal

January 11, 2017

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

In Re: The Re-routing of the North East Corridor Railroad Line

To Whom It May Concern:

I strongly oppose the proposal to reroute the North East Corridor Railroad as outlined in the Tier 1 Final Environmental Impact Statement.

I live in New York City but my parents are proud residents of Charlestown, Rhode Island and my sister and I spend time there several times a year. It is my opinion that the plan to reroute the railroad line would be extremely detrimental to the area. I think it would be a better use of funds to improve existing tracks and equipment and to reduce fares overall.

I hope you will take this letter into consideration.

Sincerely,

Gina St. Laurent
[redacted]
New York, NY 10065

January 11, 2017

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

In Re: The Re-routing of the North East Corridor Railroad Line

To Whom It May Concern:

I strongly oppose the proposal to re-route the North East Corridor Railroad as outlined in the Tier 1 Final Environmental Impact Statement.

I live in New York City but travel to Charlestown, Rhode Island several times a year. It is my opinion that the plan to reroute the railroad line would be extremely detrimental to the area. I think it would be a better use of funds to improve existing tracks and equipment and to reduce fares overall.

I hope you will take this letter into consideration.

Sincerely,

Brie St Laurent

Brie St. Laurent
[redacted]
Brooklyn, NY 11217

KILLINGBECK, [redacted] CHARLESTOWN, RI 02813

10 January 2017

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

Dear FRA Administrators:

Although I grew up in a railroad family and am a supporter of our national railways, I am writing to strongly oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass shortly after Christmas, 2016.

The Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

The Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the historic and environmental resources that define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high-speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Keith T. Killingbeck

Keith T. Killingbeck
[redacted]
Charlestown, RI 02813

Wayne and Cynthia Jodoin
[redacted]
Charlestown, RI02813
[redacted]

January 6, 2017

NEC Future

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

Dear Sir/Madam;

We recently were made aware of the plans of the FRA (Federal Railroad Administration) for the NEC (Northeast Corridor). As recent residents of Rhode Island we wanted to voice our concerns based on our rationale for moving to Charlestown, RI. In 2013 we came upon this house on a dead end street bordering 800 acres of conservation land. We were so sure of this being our perfect retirement home that we bought it before even selling our house in Massachusetts. We own four acres with a small ranch but with now 1100 acres of environmentally protected conservancy land across the street. It is our little piece of heaven, not a huge mansion but perfect for two retirees.

Daily we walk/ hike in the nature preserve. The wildlife is plentiful with songbirds, grasshopper sparrows, deer, coyotes, bobcats, fishers, and even a black bear. We often see deer and turkeys in our yard. There is a wetland vernal pool in our back yard that supports multiple other wildlife including snakes, turtles, frogs etc.

Charlestown as a community and Rhode Island as a state have been committed to the preservation of open space and wildlife sanctuary. It is one of the reasons we chose this location.

The proposed route of the Amtrak rail for the Acela train will bisect this area along with other areas in south Rhode Island including the Francis Carter Preserve, Great Swamp Management Area, Narragansett Tribal Watershed area, Burlingame State Park, and acres of lakes and streams. In addition this will not replace current Amtrak rail but add additional rails. This will put tracks through the north part of the preserve and the middle of the preserve.

There will be farmland affected as well as homes that have been in families for generations. While we have only been here a few years this is our retirement home and we are concerned of the impact on us to have to move in ten or twenty years. Of course knowing we will never find such a perfect location with the house we want.

Please reconsider the design of this track and the impact it will have on communities and wildlife.

Sincerely yours,

Wayne F. Jodoin

Cynthia M. Jodoin

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. **I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.**
- The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
- The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Signed: Michael Silberberg

Name: MICHAEL SILBERBERG

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 1/7/2017

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. **I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.**
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: A Silb, ANNA SILBERBERG

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 1/7/2017

City of New London
Office of the Mayor
181 State Street • New London, CT 06320 • Phone (860) 447-5201 • Fax (860) 447-7971

January 10, 2017

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

Dear Ms. Reyes-Alicea

SUBJECT: NEC Future Tier 1 Environmental Impact Statement

On behalf of the City of New London, I submit the following comments regarding the Northeast East Corridor (NEC) Future Tier 1 Environmental Impact Statement (EIS).

The City of New London clearly understands and appreciates the purpose and need for the NEC FUTURE program, and while the City fully supports improved rail service and performance throughout the Northeast Corridor and affirms that the Northeast Corridor is critical to the future economic growth of this part of the country, we are concerned that the Kenyon By-pass alternative included in the EIS will have greater adverse impacts upon the City of New London than the predicted economic growth opportunities.

The EIS includes a new section of tracks, the so-called Kenyon Bypass, that would be constructed through our region (Old Saybrook, CT to Kenyon, RI). This new rail corridor will disrupt existing land uses, have an adverse impact on environmental resources, and potentially reduce the number of intercity and regional trains having stops in New London and along the existing shoreline route.

The section of new rail bed that cuts through New London would be especially devastating to the city. The City of New London has approximately 5.67 square miles in land area and, of that small area, nearly 50% of the land is non-taxable. New London's commercially developed land area comprises only 270 acres, approximately 7.3% of its total land. The City is one of the most densely populated cities in the State of Connecticut and provides all the municipal services of much larger cities. As such, the City struggles to maintain vital municipal services while keeping the tax burden to its property owners from being uncompetitively high. The proposed Kenyon By-pass portion of the EIS would create a new rail corridor through New London that would wipe out a significant portion of existing tax generating property. New London simply cannot afford to lose any more taxable land.

Additionally, the Kenyon By-pass proposal circumvents the current Union Train Station in downtown New London. This train station stop is vital not only to our existing transportation needs, the needs of the region, and present and future Transit Oriented Development initiatives, but is hugely important to the successful development and sustainability of the future $100 million National Coast Guard Museum to be located directly adjacent to and connected to Union Station. Any significant reduction in the number of passengers and train stops at this station will assuredly impact the City's growth.

New London has begun to rebound economically with the government's renewed investment in submarine construction and the State's commitment to developing the City's deep-water commercial port. Investors and developers are helping to grow the City's limited tax base. Having an ill-conceived federal proposal like the Kenyon By-pass looming over the City will negatively impact future development. New London is hopeful that the FRA will work more closely with the municipalities in Southeastern Connecticut to develop an alternative proposal that would protect New London and the other communities impacted by the Kenyon By-pass while still meeting the infrastructure improvements needed for the Northeast Corridor.

Respectfully submitted,

Michael E. Passero
Mayor, City of New London

cc: Connecticut Congregational Delegation

F-0672 McCloskey_Anne

January 7, 2017

Dear Sirs:

I write to specifically oppose the FRA plan to construct a high-speed bypass in Southeastern Connecticut, through one of the most densely populated and historic areas of the state. Tunnel or aerial, this bypass, currently the FRA favorite, is one of the most cockamamie ideas I've ever heard. And all to save 35-45 minutes!

This will devestate historic towns, and museums, residential areas, local businesses, real estate values, and will upend peoples' lives and livelihoods. It is a stupid plan. There are other more important things to do first, like improve the rail which

eady exists.

New England is one of the last
laces on earth to put high speed
ail — too many towns, too many
oples, too close together, too difficult
rain.

If what you have. It would be
ar more cost-effective, and easier.

The current bypass plan is
imply dumb, stupid, and hare-
brained, and I absolutely oppose
.

Sincerely,

Anne McCloskey

TOWN OF STONINGTON

SELECTMAN'S OFFICE
ROB SIMMONS
FIRST SELECTMAN

152 Elm Street • Stonington, Connecticut 06378
(860) 535-5050 • Fax (860) 535-1046
rsimmons@stonington-ct.gov

January 10, 2017

Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor Joint Program Manager
US DOT, Federal Railroad Administration [FRA]
One Bowling Green, Suite 429
New York, NY 10004

Dear Program Manager Reyes-Alicea: Rebecca:

Thank you for your recent correspondence dated December 16, 2016 regarding the NEW FUTURE Tier 1 Final Environment Impact Statement. As well, thank you for sending me complete hard-copy editions of the study and maps. These are very useful in examining the impacts of this project on my hometown of Stonington.

Let me begin by saying that as a State Representative [1991-2001] and Ranking Member of the Connecticut Joint Committee on Transportation and as a Member of Congress [2001-2007] serving on the Transportation Committee, I have always been very supportive of rail transportation and Amtrak. For example, I was instrumental in extending Shore Line East to New London and sustaining that route over several years of tight budgets in the Rowland Administration. And, in Congress, I joined a group of about 20 Members from the Northeast who placed all of their district transportation allocations at risk by voting to support an Amtrak supplemental amendment out of the House Appropriations Subcommittee.

Historically speaking, my town was the terminus of the Nation's first interstate railroad built in 1836 from Providence, RI, to the steamship docks of

Stonington, CT. My father and grandfather commuted to New York City by train. And more recently we allowed catenaries to be placed along our beautiful shoreline from Pawcatuck to Mystic as part of the Acela High Speed Rail Project. Trains are a part of our history.

This being said, I am opposed to the so-called Amtrak Bypass. It runs through the heart of my historic town and destroys the gateway to Connecticut's biggest tourist center at Exit 90 in Mystic. It bypasses the existing stations in Westerly, RI, Mystic and New London, CT; and then adds a New London/Mystic Station in the Town of Groton! It promises to disrupt traffic on I-95 which is already at historically high and dangerous levels. It will cost billions of dollars, take years to complete and will add little if anything to improve train service in southeastern Connecticut. What is the value of trimming 10 minutes off a ride from New York to Boston?

The Town of Stonington serves as host to almost 1,000,000 visitors a year who go through the gates of the Mystic Seaport and Aquarium. Our Police Chief estimates that an additional 1-1.5 million visitors come for our restaurants, historic sites, maritime recreation and seasonal vacations. Last year we hosted 330 weddings 90% of which were out of town or state couples. Who is going to risk a vacation in Stonington if Amtrak is building a massive by-pass on top of I-95 past Exit 90? No one! Our local economy and tax revenues will simply disappear. And for what? For ten minutes of travel time between Boston and New York?

Years ago, Amtrak and the FRA promised that the Acela project was state of the art. The train would use 'tilt' technology to deal with the curves. They would improve service. It would be safe and affordable. The catenaries would be of Swedish design and very beautiful. There would be no adverse impact on the host town. That being said, "Why is it that Stonington still has two crossings at Elihu Island and Walkers Dock where there are no loop detectors and we are blasted with horns 176 times per day?" The FRA calls this a "Quiet Zone" but it is far from quiet. We can deal with the horns, but what about the safety of our citizens?

A driver with his or her aged parent in front and a baby in the back has between 6-12 seconds from the first horn blast to get out of a vehicle stuck on the tracks. Is this safe? The driver is confronted with Sophie's Choice – who will live and who will die? And the engineer was no warning from a loop detector that there is a problem. Nor does he or she have adequate line of sight of the crossing even in full daylight to do anything but blow the horn at the last moment. Yet, for a

mere $900,000 Amtrak can equip both crossings with appropriate safety devices and the "Quiet Zone" can be properly established. This is the kind of safety issue you need to be working on to improve rail service in New England – not a by-pass that does no good for us and promises lots of damage to our local communities.

Our region, state and Congressional delegation are all united against this by-pass project regardless of party affiliation or ideological leaning. We are united in support of "fixing what we have!" The old bridges need repair or replacement; and we have been doing this. Parking for the stations needs improvement; and we have been doing this. We need more service from Amtrak and Shore Line East into Mystic and Westerly, RI, and we have been advocating for this. Vice President Biden has called for new Acela trains called Avelia Liberty that will employ "active tilt technology"; and we strongly support this. As well, we have been supportive of the Springfield, MA, line and as a Congressman I actually got money for a station in Enfield, CT. So we support this aspect of the NEC FUTURE.

BUT, the bottom line is that we are adamantly opposed to the southeastern by-pass and will fight it every way we can. The future of our historic towns cannot be negotiated away for a few minutes of convenience for the Boston to New York traveler who will not even get off for a visit. I believe that if their ride is comfortable, affordable, on time and equipped with wifi, they could care less about a few minutes between Boston and New York.

Thank you for considering my views. Please consider this letter my response to the January 31st extended deadline for comments mentioned in the press.

All the best,

Robert R. "Rob" Simmons

c/c: Sarah E. Feinberg, FRA Administrator
Charles W. Moorman, IV, Amtrak President & CEO
Lou Frangella, FRA Crossing Regional Manager
Bonnie Reemsnyder, Old Lyme First Selectman
Richard Blumenthal, US Senate, CT
Chris Murphy, US Senate, CT
Joe Courtney, US House of Representatives, 2nd District, CT

Mr. Jonathan B. Wilder
[redacted]
Old Lyme, Ct. 06371-1437

Dear Ms. Rebecca Reyes-Alicea,

I appreciate your sending me a letter regarding the Tier 1 Final Environmental Impact Statement. I also apologize for the stationary, but my days of writing to pen pals and school papers are long past.

My main purpose of this letter is to inform you and your planners about how a tunnel under my neighborhood in Old Lyme will personally affect me and my yard. Secondly, as many others, I would ask FRA to delay its final decision on the matter, and hopefully see what havoc these plans will cause.

A "Channel" project under and through Old Lyme will badly impact underground residents, water table levels, causing people to shell out non-existent cash to have new wells drilled. Also, pollution of that very same water will inevitably follow. How does this affect me as a person, and my life? Glad you asked. I have enclosed a bit of information regarding a little creature called the "Fairy Shrimp". The property I live on, as well as grew up on, is a very special two acres. It is home to one of the best vernal ponds in the state. For six months of the year, winter into spring, it is a very large body of water that is home to most every freshwater-dwelling creature but fish. Two species of duck raise young here, and it serves as a watering-hole for countless migratory birds, including herons. The big difference between my vernal pond and most all others is that it is mostly dependant on the underground water level. If a large, or even small, project is undertaken nearby that impacts the underground water-levels,

hen I can wave goodbye to this small yearly wonder.

This pond, as well as other wetlands to the south of Whippoorwill Road, was once a river. As houses were built, the river stopped, but then the wetlands here became cranberry bogs, then simply isolated ponds. The Fairey Shrimp is important because it is an ancient creature, and for me, is and always will be a sign of the new year. They are beautiful to behold. Last year, my pond also heard the mating call of the Eastern Toad, for the first time since the early 1980s. Hopefully this spring, a female will be within earshot, reply, and lay her eggs, which I last saw here in 1983.

You are probably wondering right about now why this is important to society. For many of these creatures, this is their last stand. They keep the whole woodland ecosystem going. Their sounds and life-cycle also make t a pleasure to live in Old Lyme. I do not have the ability or oney to save the Black Rhino, or bring back the Dodo bird and let hem run freely again around Mauritius Island. But I do have a say protecting the wildlife that, to my good fortune, has chosen to ve in my yard. Seeing and hearing these creatures has perked up any a lousy day, and given me a purpose over the years to go on. omebody has to speak up for them, even if many people do not realize ey are even there.

It is fair to say that America's transport infrastructure is breaking wn, maybe already broken. I have taken trains all over Europe, and in rticular Switzerland. Ages back, the Europeans got public transport ght, and we got it badly wrong. Fair enough. But I ask you, is what v have in mind for towns like Old Lyme going to be any improvement

to our situation? The highways are eventually going to need widening, they tell us. So, a massive rail project, burrowing or on the surface, and two four-lane highways going through. What do you think will be left of a town like Old Lyme? I can tell you not very much. We all cannot move out to quieter areas to escape this. I know my disability pension, plus the decreased value of a home near a railroad, or more so above one, will not get me to far in the real estate market.

The U.S. DOT and FRA plans are terrible and poorly thought out. The look more like a plan by an unloved mode of transport in America to stay even vaguely relevant. If you do not care about the citizens of Old Lyme, as if we are just in your way, there is little I can say to that. But, the next time you go off to Yellowstone National Park, or watch Jack Hannah's wildlife shows on television with your children, remember this; that in many quiet spots in Old Lyme, especially in my yard, there are shrimp, frogs, turtles, salamanders, water insects, snakes and ducks that need a place to live as much as any elephant or giraffe. Don't destroy their existence just so a small number of commuters can have a shorter, faster commute while drinking their coffee.

Sincerely,

Jonathan Wilder

The Vernal Pool

VERNAL POOL INFORMATION

Descriptions
Pool Types

Obligate species
Fairy Shrimp
Wood Frogs
Mole Salamanders

Fairy Shrimp

(written by Scott Green)

Fairy shrimp are easily identified in vernal pools. They appear as 1/2 to 1 1/2 inch crustaceans swimming upside down (ventral side up). The adult fairy shrimp have stalked compound eyes, two sets of antennae, and 11 pairs of leaf-like swimming legs. Coloration is usually red-orange due to the hemoglobin in the shrimp, but can range from translucent whitish to gray, blue or green. Because coloration is determined by the contents of the food supply in the pool which the shrimp inhabit, it is usually constant among the individuals of the pool.

Male shrimp possess an enlarged second antenna used to clasp the female during mating. Female fairy shrimp often have a brood sack on their abdomen. Female fairy shrimp usually outnumber males. They are capable of three states of mobility. Resting at the bottom of the pools, darting rapidly and drifting slowly. The shrimp propel themselves with a wave-like anterior-posterior beating motion of their legs. This action is complemented by the propeller motion of the outermost part of the legs (the "exopodites". By changing the angle of these exopodites the speed of motion can be changed.

LIFE CYCLE:
Fairy shrimp reproduction is initiated when the male clasps the female with its second, clasping antennae. Though the male and females swim clasped together for several days, the process of copulation takes minutes. Hours after copulation the male fairy shrimp dies. The female carries both fertilized and parthenogenetic eggs externally in its brood sack for several days before being released to fall to the bottom of the pool, or the eggs may remain attached until the female dies. The number of eggs a female produces in a clutch varies from 10 to 150. Several clutches can often be produced during the life of a female.

Females can produce two types of eggs, thin shelled "summer" eggs and thick shelled "winter" eggs. The type of egg produced is determined by the number of males in the community; summer eggs will be produced if there is a shortage of males in the population. Summer eggs hatch rapidly; the young form while still inside the brood sac. The young from these eggs will populate the pool during the same season they are laid. The winter eggs remain in the mud at the base of the pool and dry out with the pool. The eggs will hatch in the spring when the pools refills. Though the resting period usually varies between 6 to 10 months, eggs have been hatched in a laboratory after 15 years. Eggs have been subjected to temperatures of as high as 99C and as low as -190 C and remained viable. Winter eggs usually hatch 30 hours after being

exposed to water.

Typically, one generation inhabits each wet period of the pool. Fairy shrimp usually hatch as nauplius. The young will develop in a series of instars. Each instar involves molting the exoskeleton to grow more segments until they reach the 20 segments of adults. Development is often rapid in the spring, but can be slowed by unusually low temperatures. The speed of development usually reflects the amount of time water will remain in the pool, or the arrival of predators in the pool. Young which have hatched from winter eggs develop more slowly than those that have hatched from summer eggs. Fairy shrimp can complete their life cycle in 16 days. This allows for rapid reproduction.

Winter eggs can be carried from pools to pool by traveling animals, or, in the case of pools that dry out completely, picked up in the wind and be blown to other pools. For reasons currently unknown to scientists, there is an uneven level of population in a pool from year to year. In a single pool, fairy shrimp may be abundant for several consecutive years and absent the next.

DISTRIBUTION: There are three known types of fairy shrimp in Massachusetts. The most common fairy shrimp is *Eubranchipus vernalis* and any fairy shrimp caught in the state is likely to be this species. *Eubranchipus intricatus* is found in several locations but its distribution is not well known. Nationally this species is uncommon, but widely distributed in vernal pools with low salinity. *Eubranchipus bundyi* has been found in Massachusetts but there are few recorded occurrences of the species in the state. Microscopic examination of the antenna base or mouth parts is necessary to distinguish among these three species.

ECOLOGY: The leg movements serve the purpose of collecting algae, bacteria, protozoa, rotifers and floating detritus from the water. Food is then filtered from the water and scraped by sets of appendages to be eaten using a mandible mouth. Fairy shrimp have been observed gnawing on larger matter such as dead tadpoles, mollusks and amphibian eggs. The leg movements of the fairy shrimp also serve the purpose of taking the oxygen the animal needs from the water.

The ephemeral nature of the fairy shrimp reduces the limiting factors on their population. Fairy shrimp have few natural predators. They are unlikely to be heavily preyed upon by other vernal pool inhabitants because they utilize the pool before the majority of carnivorous insects have colonized the pool. Also, the wood frogs and mole salamanders breeding in the pools have not regained their regular appetite after winter hibernation and, thus, are not major predators. However, these amphibians, caddis fly larvae, dytiscid larvae, other insects, and, especially, waterfowl who utilize the pool, often do

prey upon fairy shrimp. Because fairy shrimp live in temporary wetlands there are no predatory fish. The abundance of food is less of a factor in the population of fairy shrimp than in other organisms. The need of one part per million dissolved oxygen is the limiting factor in the size of fairy shrimp populations.

REFERENCES:

Peckersky, Barbara, Freshwater Macro invertebrates of North America, Ithaca: Cornell University Press, 1990.

Pennak, Robert W., Freshwater Invertebrates of The United States, 3rd Ed., Protozoa to Mollusca, New York: John Wiley and Sons Inc. 1989.

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0674 Wilder_Jonathan

's. Rebecca Reyes-Alicea
S. Department of Transportation
deral Railroad Administration,
e Bowling Green, Suite 429,
v York, NY 10004

E-0675 Robinson, McGirr

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
- The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
- The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: CHARLES ROBINSON

[redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted].com Date: 1/7/17

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

F-0675 Robinson_McGirr

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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Name: ELAINE McGIRR

Address: [redacted]

Town, State, Zip: Old Lyme Ct. 06371

Email address: [redacted] Date: 1/4/17

[redacted]
Charlestown, RI 02813
January 16, 2017

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

To Whom it May Concern,

I am writing to express my strong opposition to the preferred Federal Railroad Administration (FRA) bypass from Saybrook, CT to Kenyon, RI. This "preferred" bypass will destroy Charlestown conservation lands and historic farms, which are irreplaceable assets. It will destroy people's homes. It will fill in areas of crucial wetlands. What the FRA is proposing is an example of government at its worst.

I reside many miles from the proposed bypass, so our home and property are far from the pathway of this proposal. You can see then that my point of view isn't a "not in my backyard" response. It is instead a plea for common sense and reason. The railroad can stay within its current right of way and travel at 100 miles per hour. Tearing a gouge through our community cuts very few minutes off a New York to Boston run, but it will take precious things away from us, the costs of which are incalculable.

This FRA proposal saddens me with the thought that some of our government's behavior either lacks wisdom or honor.

When a community has worked hard to set aside land to protect our drinking water and air quality and preserve natural beauty for present and future generations, does a legal covenant mean nothing? Land put under conservation easement in perpetuity means the government's rule of law is without honor if the land can be taken on a whim - particularly with the shameful lack of notification of this proposal. We are not facing a national security emergency here to protect the safety or well being of Americans. We are talking about shaving a few minutes off a commute, when an excellent infrastructure is already in place in the existing Amtrak right of way.

Charlestown has no town wide water or sewer infrastructure. We rely on wells for 100% of our drinking water. We try to be responsible stewards of this critical resource with our town policies and regulations. The FRA proposal if implemented, would fill in parts of our wetlands.If we can't stop this proposal, then we need a delay to allow for crucial additional study. Wetlands are essential to protecting aquifers which protect us. Protecting the health, safety and welfare of the public is the government's function.

Farms are part of our local history and beauty. We need to preserve farms - yet this proposal would destroy some. There's no coming back from this. You are for it or against it.

United Nuclear had a radioactive spill many years ago. The area is now the Francis Carter Preserve. It is the only place in town the public can go to with its type of vertical ascents,

descents, streams and unique features. A visitor from out of state told me his whole view of Charlestown had changed after hiking that area with me. There is no other area I know of that is open to the public in Charlestown that offers this type of recreation.

I wish that were the only consideration. Many of us have great concern that if the railroad rips through this area it may disturb underground radioactive areas that resulted from the United Nuclear spill. Would this contamination go to our aquifers or the Pawcatuck river? After the disaster of lead in the drinking water in Flint, Michigan, I would think the government would be hyper vigilant in protecting water resources. We need you to stop this proposal.

My wife and I bought our first home over 25 years ago, and we plan to stay here for life. I have been working on the place for all these years and continue to do so. Can you imagine someone ripping down your home, tearing through the land and leaving a gouge in the earth so someone can save 2 or 3 minutes on a train run? I feel terrible for the people in the pathway of this proposed bypass. Again, where is the national emergency that would justify this destruction? The greater public good is served by showing the people they can live in peace. The Narragansett Indian tribe will be negatively impacted by this proposed bypass. To quote Loren Spears, at the January 10, 2017 town meeting (Westerly Sun 1/12/17) " it invades our tribal land. We've had enough taken from us already, we'd like to keep what we have - and we don't want our natural resources destroyed so there's less hunting, fishing, gathering." I agree with her.

I am in my later 60s and have never written to the US Department of Transportation before. I figure you have plenty of important things to do without asking a favor or taking your time. I am writing now because I think that stopping this proposal may be the most important thing on the Rhode Island agenda at this particular moment in time. If you are not ready to scrap this proposed bypass then at least please extend the deadline for comments from Jan. 31, 2017 well into next spring. I don't believe the environmental impacts have been accurately assessed so the deadline postponement is the least relief necessary. The railway needs to stay within the current Amtrak right of way.

I thank you for your time and attention, and ask that you please prevent the proposed FRA disaster.

Sincerely,

Lewis E. Johnson

Lewis E. Johnson

From: Patricia B Kurlansky
To: info@necfuture.com
Sent: January 9, 2017 at 12:52 PM
Subject: Extend the deadline & Drop the Kenyon to Old Saybrook BypassDear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ~~ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE~~. IN 2016

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Patricia Kurlansky

Lyme, CT

Cc: NEC FUTURE
U.S. DOT Federal Railroad Administration

F-0677 Kurlansky_Patricia

Dear Sir or Madam:

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Sincerely,

Steven Kurlansky
Lyme, Ct

January 12, 2017

Dear Sir or Madam:

I am writing to **OPPOSE** the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on **December 20, 2016.**

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Patti Kenyon

Charlestown, RI

F-0679 Torphy_Gabrielle

Monday, January 16, 2017 2:13 PM

Dear Ms. Reyes-Alicea,

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning.

Straightening the track in Charlestown, as near as we can determine, will save only one minute of travel time between Boston and New York. One minute. Even if it saves an hour, the price for this is enormous and unsupportable. Just in the Town of Charlestown alone it will cost over a billion dollars of taxpayer's money, cause the destruction of numerous homes, family farms, historic districts, drinking water aquifers, a wild and scenic river, critical habitats, conservation areas preserved in perpetuity and invade Narragansett Tribal Lands.

More specifically, the Bypass would destroy the bucolic Burdickville village, demolish the historic districts of Columbia Heights and Kenyon, ruin the productive fourth-generation Stoney Hill Farm, demolish the preserved Revolutionary-era Amos Green Farm, and invade other protected conservation lands.
The scope of the project and impact of the route would destroy dozens of private homes, cross land owned by the federally recognized Narragansett Tribe, fragment historic and active farmland, destroy or pass through numerous publicly and privately owned properties that are protected in perpetuity, fragment the Francis Carter Preserve (a significant wildlife corridor along the Pawcatuck River, and one of the largest protected areas in the state), require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild & Scenic River, requires filling of wetlands in the Great Swamp Management Area, and lies within both the established US Fish and Wildlife Great Thicket National Wildlife Refuge AND in the EPA-designated Wood-Pawcatuck Sole Source Aquifer. All to enable long-distance passengers to traverse the town a minute faster than current rail transport allows. The inestimable and irreversible environmental costs to our part of our tiny state for that minute saved (to do what?) are staggering.

I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 1st 2017. A 60 day extension of the deadline for public comment from January 31st 2017 to April 1 2017 is certainly in the public interest.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Although I support mass transit, I STRONGLY object to this plan.

Sincerely,

Gabrielle E. Torphy

Gabrielle Torphy
[redacted]
West Kingston, RI 02892
[redacted]

1/14/17

To the US_DOT Federal Railroad Association,

It has come to our attention in Charlestown RI, that the Federal Railroad Association has proposed a plan to expand the Railroad that would impact the state of Connecticut and Rhode Island – specifically Charlestown RI. I am writing to you to Just Say No! This will impact the way we know and enjoy Westerly and Charlestown RI, specifically.

The plan that is proposed does tremendous damage to the current private homes, historic sites, cemeteries, and a vast amount open space and conservation and farmland properties.

I know that RI state representatives and residents want people to "Discover Beautiful RI". It is hard to imagine that what that means is discover that RI has decimated multiple open space properties where RI residents and visitors used to visit to find a train railroad going smack thru where trails and RI birds and animals and residents once lived. Please do not let this happen!!!

Just Say No to the proposed re-route of the railroad thru RI. The value of RI properties should outweigh the enormous effort and dollars required to save a few minutes between Westerly and Charlestown RI. Over the years the RI taxpayers have voted and approved spending millions of dollars on conservation of RI land. The Westerly and Charlestown open spaces have been partially funded by Federal and State Grants, RI town funding, DEM, and the Nature Conservation.

You can stop this! Please stop this!

Jane Burns

Jane Burns
RI resident 30 years
Charlestown resident – 28 years
Charlestown Land Trust Board member

From: **News and Announcements** oldlymect_bboard@mm.windigicert.com F-0681 White_Rob
Subject: Have you contacted the FRA yet?
Date: January 6, 2017 at 12:57 PM
To: OldLymeCT_BBoard@mm.windigicert.com

Have you contacted the FRA yet about their proposal for a railroad bypass from Old Saybrook to Kenyon, Rhode Island?
Feel free to use text from below in your emails to info@necfuture.com
Letters can be mailed to:
Rebecca Reyes-Alicea, Program Manager,
Federal Rail Administration
One Bowling Green-Suite 429
New York, NY 10004

You can also pick up a pre-addressed postcard from the Selectman's Office in the Town Hall.
Don't delay – contact the FRA asap!!

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

- There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Rod White
Address: [redacted]
Town, State, Zip: Old Lyme, CT. 06371
Email address: _____ Date: 1/14/17

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Subject: Have you contacted the FRA yet?
Date: January 6, 2017 at 12:57 PM
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NA

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New York, NY 10004

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- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Judy White
Address: [redacted]
Town, State, Zip: Old Lyme, CT. 06371
Email address: _____ Date: 1/14/17

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To unsubscribe from this list:
Send an email with a subject of: unsubscribe
to Oldlymect_bboard-request@mm.windigicert.com
You will receive an email with further instructions
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Greenwich Preservation Trust

greenwichpreservationtrust.org

P.O. Box 4719
Greenwich, CT 06831

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Hon. John Toner
Alexa A. Vacaro
Chris Varner
Kate Young

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

Dear Sir or Madam:

The Greenwich Preservation Trust is writing to oppose the inclusion of the "new segment" that will run from the Cos Cob Railroad Station over and by the Greenwich Historical Society campus and Mill Pond dam and then through the new Mead Avenue/River Road Historic District and then on through historic neighborhoods in Riverside and Old Greenwich in NEC Future planning. We are also writing to object to the limited notice, and opportunity to comment on the plan. We first learned about plans for a "new segment" December 19th just prior to the winter holiday season when many officials and professionals take time away from their duties for personal observances.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for this "new segment". To be clear, the "new segment" poses intolerable and unsustainable impacts to the dense historic and environmental resources that define both Southwestern Connecticut and specifically the Town of Greenwich.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Jo Conboy
Chairman, Greenwich Preservation Trust

Executive Board of Greenwich Preservation Trust
Board of Greenwich Preservation Trust
Advisors of Greenwich Preservation Trust
Elise Hillman Green
Pam Pagnani
Christine Varner

Cc: Honorable Senator, Richard Blumenthal
Honorable Congressman, James Himes
Honorable First Selectman, Peter Tesei
Honorable State Senator, L. Scott Frantz
Honorable State Representative, Mike Bocchino

1/20/17

F-0683 Donnelly_Helen

Attn: NEC Future,

My name is Helen M. Donnelly, and I live on 303 Carolina Backroad, Charlestown, R.I. I first heard of the plans about the rail tracks on Dec. 08, 2016. I received a post card in the mail. It was quite a shock to me, and my family. When my husband, (now deceased) and I first decided to re-locate to Charlestown, almost 29 years ago, we were told by the builder of our home, it was a beautiful place to live, because, across the street from us was all Indian land. It meant that it would never be changed, or disturbed in any way, because it was protected by laws. We were assured it would never change, and be subjected to over-crowding, and building of numerous homes, or developements. We planned on living here the rest of our lives, with no plans of selling our home, ever. We were very happy here, a beautiful, quiet place to live.

My daughter, Laura Donnelly, and I attended the meeting on Jan. 10, 2017, at the Charlestown elementary school. We were not surprised to see a very large turn-out of people, in protest of this plan, who would all be effected by this change. It's just not right to force people off their

land, and, out of their homes, just to shorten traveling time by 40-45 minutes. And, also, how many people can afford a $200.00 ticket to New York! It would only be a matter of time, when ticket sales would decrease. What happens, then, after all the destruction of homes, and land! What will be the next move, or so-called solution to this problem! Wake up, you people, and see the light at the end of the tunnel. Is it really worth it! Greed surely is taken over in this case. You, and your profits, verses people's lives and family! This is all I have to say, and I know I reflect the same feelings of everyone involved, and being effected by this plan, a ridiculous plan!

Sincerely,
Helen M. Donnelly
Laura Donnelly (Daughter)

SOUTH KINGSTOWN LAND TRUST
Open Space Makes All the Difference

Ms. Rebecca Reyes-Alicea
US DOT – Federal Railroad Administration
One Bowling Green - Suite 429
New York, New York 10004

RE: Eliminate Saybrook to Kenyon bypass from NECFuture Plan
Date: January 18, 2017

On December 16, 2016 the Federal Railroad Administration released the Tier I Final Environmental Impact Statement (EIS) for NEC Future(North East Corridor Future), details can be found on the website, www.necfuture.com.

This report revealed that the Northeast Corridor train route would change significantly beginning in Old Saybrook, Ct, passing to the north of the existing tracks and bypassing the New London, Mystic, and Westerly Stations. Although there is no overt language, one can surmise that these stations and the existing track will no longer be used. Continuing on, the new route will require replaced or new railbeds through Charlestown, ultimately connecting with the existing rails somewhere around the Charlestown/South Kingstown border.

Although none of the South Kingstown Land Trust (SKLT) properties seem to be highlighted in this Tier I presentation the final route could manifest differently. More importantly the project sets a terrible precedent of ignoring conservation and preservation policies and practices. A number of the properties slated to be condemned for this project, in the aforementioned Saybrook to Kenyon bypass, have been protected in perpetuity using the exact same laws, and the exact same sources of funding employed by SKLT. Funds have been provided by: individuals, foundations, corporations, municipalities, state and federal grants in good faith to preserve this land forever. Moreover, that same diverse group of stakeholders were able to come together and support the legislation to create the infrastructure required to preserve this land for future generations. In short, every single acre of preserved land represents not only the expenditure of tax dollars and private donations; but also, hundreds of man hours and the thoughtful intent of many, many people.

227 Robinson Street, Wakefield, Rhode Island 02879 ph 401-789-0962 fax 401-789-9898 www.sklt.org

SOUTH KINGSTOWN LAND TRUST

Open Space Makes All the Difference

The board, staff and members of the SKLT have worked tirelessly for almost thirty-five years in partnership with the Town of South Kingstown, the state of Rhode Island, and a myriad of Federal representatives using a thoughtfully drafted matrix to identify and preserve land of exceptional value to health, water quality and quality of life for the residents and visitors to South County. These values have served as a driver for the organization and various partners to protect and preserve the land and place of South Kingstown.

The NECFuture project represents the first of many threats to land that has been preserved in perpetuity. But the laborious process required to put development restrictions on land serves to illuminate the immense value of land that has been preserved and protected holds for current and future generations. The goal of preservation is not to create a path of less resistance for transit enhancements, it is to ensure the gift of clean water, open vistas, working farms and time spent in nature for generations to come.

Yes, it may make it possible for people who live in Boston to travel to New York a bit faster, but for the people in South County the proposed Saybrook to Kenyon bypass will only threaten their water supply, challenge their well-being, and deny the voice and actions of the thousands of people who have worked to preserve land. Permanently protected land should be permanently protected.

Sincerely,

Julia Fry Landstreet

Executive Director
South Kingstown Land Trust
julia.landstreet@sklt.org
401-789-0962 office
[redacted]

227 Robinson Street, Wakefield, Rhode Island 02879 ph 401-789-0962 fax 401-789-9898 www.sklt.org

[redacted]
Allentown, PA. 18109
January 5, 2017

Ms Rebecca Reyes-Alicea
Federal Railway Administration
One Bowling Green - Suite 429
New York, N.Y. 10004

Dear Ms. Reyes-Alicea;

Would you please send me a hard copy of the Tier I Final Environmental Impact Statement. I want to thank you for informing me about the release of the Tier I Final Environmental Impact Statement, I am looking forward, and hoping that the new incoming Preordent, and Congress will fund the Northeast Corridor Projects In order to improve commuter rail, and Amtrack train service, on the Corridor, the projects that are being proposed

go to p 2

must be funded, The Northeast Corridor, as you know, is a very important rail link, not only for the Northeast region, but also for the country. The Corridor not only carries, commuter, and Amtrack trains, but also freight trains. These projects must be funded, to prepare for more increased train service in the future. In closing I want to wish you, and everyone at the Federal Railway Administration, A Very Happy New Year, and I hope this new year brings good news for the Northeast Corridor Projects.

Sincerely
Maurice Wells

From: **News and Announcements** oldlymect_bboard@mm.windigicert.com
Subject: Have you contacted the FRA yet?
Date: January 6, 2017 at 12:57 PM
To: OldLymeCT_BBoard@mm.windigicert.com

NA

Have you contacted the FRA yet about their proposal for a railroad bypass from Old Saybrook to Kenyon, Rhode Island?
Feel free to use text from below in your emails to info@nectuture.com
Letters can be mailed to:
Rebecca Reyes-Alicea, Program Manager,
Federal Rail Administration
One Bowling Green-Suite 429
New York, NY 10004

You can also pick up a pre-addressed postcard from the Selectman's Office in the Town Hall.
Don't delay – contact the FRA asap!!

Dear Ms. Reyes-Alicea:
I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: HARVEY DORMAN
Address: [redacted]
Town, State, Zip: OLD LYME CT 06371
Email address: [redacted] Date: 1/9/17

Harvey Dorman

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Letters can be mailed to:
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Federal Rail Administration
One Bowling Green-Suite 429
New York, NY 10004

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Name: CAROL DORMAN
Address: [redacted]
Town, State, Zip: OLD LYME CT. 06371
Email address: [redacted] Date: 1/9/17

Carol Dorman

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to unsubscribe from this mailing list.

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

Dear Rebecca Reyes-Alicea,
USDOT-Federal Railroad Administration

I am Karen Jarret, President of the Charlestown Land Trust. We are adamantly opposed to the preferred Federal Railroad Administration (FRA) bypass from Saybrook, Ct to Kenyon, RI. It is beyond reasoning that Charlestown and it's partners were not considered stakeholders in the FRA's process due to the level of impact. There was no public review or comment from many in the environmental impact study due to the lack of notification.

We are here to defend the natural and human resources that this proposal destroys. This preferred route includes the degradation of homes, farms, our watershed and conserved lands of the Nature Conservancy, local Land Trusts, RIDEM, Tribal and municipalities. We have a legal obligation to object to the sale, degradation or taking of these lands. There are legally binding conservation easements and management plans attached to conserved properties, with the intent of preservation in perpetuity. Perpetuity meaning forever, protected on the basis of common trust and not to be violated.

When the government takes land through eminent domain it allows for the taking of private land for public use. Much of the proposed route is already public land , intended for public use.
Why is our transportation plan based on a modification of 19th century steam rail technology? New technology will make this plan obsolete before it is designed, constructed and put into operation.

Historically, voter approval is high for the health of our natural world here in RI. Since 1985 local open space grants have made it possible for land trusts and municipalities to protect 160 properties and more than 10,000 acres. Since 2002, Charlestown voters alone have approved $5,000,000 for open space funding.

In this past election, 67% of the voters in RI approved 35 million dollars for the Green Economy Bond.

The Federal Railroad Administration NEEDS TO LISTEN TO THE VOTERS, THE PEOPLE OF THIS STATE. They need to open their eyes to the environmental impact to southern RI.

As stated in the EIS report:

Connecticut and Rhode Island would bear the greatest negative environmental effects. This is due to the Stamford and Old Saybrook-Kenyon segments. The Old Saybrook Kenyon segment is approximately 50 miles in length and traverses New London County, CT, and Washington County, RI. Improvements along this segment would result in notable effects, including impacts to numerous water resources, ecological resources, prime farmland soils, and prime timberlands; additionally, these effects would occur in the coastal area, which could be inconsistent with policies that support adherence to the Coastal Zone Management Act.

Our elected and appointed leaders need to closely research the EIS documentation, listen to the people and support us with the denial of the Saybrook to Kenyon alternative. This route is an insult to the long history and hard work of environmental initiatives. We don't need to destroy Charlestown to bring efficiencies to a rail line or jobs to Providence.

Sincerely,

Karen Jarret

Karen Jarret - President
Charlestown Land Trust
PO Box 1387
Charlestown, RI. 02813

Board Members:
Roe LaBoissiere
Connie Baker
Linda Boback
Jane Burns
Elaine Checcia
Patrice Fenton
Jim Gibbons
Katherine Gibson
Roger Greenall
Mark Hinkley
Margaret Howard
Paul Kelley
Dr. Russ Ricci

From: Carol Robertson [redacted]
Subject: Old Saybrook to Kenyon Bypass
Date: Jan 10, 2017, 6:09:14 AM
To: Carol Robertson [redacted]

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to

provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Carol Robertson

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

Sent from my iPad

From: News and Announcements
oldlymect_bboard@mm.windigicert.com
Subject: Have you contacted the FRA yet?
Date: Jan 6, 2017, 12:57:51 PM
To: OldLymeCT_BBoard@mm.windigicert.com

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Rebecca Reyes-Alicea, Program Manager,
Federal Rail Administration
One Bowling Green-Suite 429
New York, NY 10004

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over

Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

- The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
- The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
- No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
- The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Roberta C Velez + Mark Velez

Address: [redacted] OLD Lyme CT. 06371

Roberta C. Velez
+
Mark S. Velez

Town, State, Zip: OLD LYME CT. 06371

Email address [redacted] Date: 1/10/17

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NEC FEIS Comments - RECORD #671 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name : Carol
Last Name : Braegelmann
Stakeholder Comments/Issues :

Ms. Reyes-Alicea,

Attached is the Department of the Interior letter on the Final Environmental Impact Statement and Section 4(f) Evaluation for the Northeast Corridor Future Rail Investment Plan for the Northeast Corridor.

Regards,
Carol

--
Carol Braegelmann
Natural Resources Management Team Leader
*Office of Environmental Policy and Compliance *
Department of the Interior

Attachments : ER15-0629 DOI FEIS comment letter.pdf (881 kb)

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER 15/0629

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

Subject: Tier 1 Final Environmental Impact Statement (EIS) for the Northeast Corridor Future Rail Investment Plan

Dear Ms. Reyes-Alicea:

The Department of the Interior (Department) has reviewed the Final EIS and Section 4(f) Evaluation prepared by the Federal Railroad Administration (FRA), Northeast Corridor Future, A Rail Investment Plan (NEC Future Plan) for the Northeast Corridor (NEC).

The purpose of the NEC Future Plan is to upgrade aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail service on the NEC for both intercity and regional trips, while promoting environmental sustainability and economic growth. The 457-mile corridor connects major metropolitan areas including Washington, DC, Philadelphia, Pennsylvania, New York, New York, and Boston, Massachusetts. The Section 4(f) Evaluation identifies numerous properties in the study area eligible for consideration under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303). The Final EIS states that the FRA selected action alternative that is their Preferred Alternative is Alternative 2 with modifications, but has deferred any Section 4(f) determinations to the Tier 2 analysis. We offer the following comments on this project for your consideration.

Section 4(f) Evaluation and Section 6(f) Comments

The Department appreciates that you continue to coordinate with various agencies regarding this project and the development of the Section 4(f) Evaluation. We encourage continued coordination with these agencies and tribes throughout the life of this project.

The Section 4(f) Evaluation identifies numerous Section 4(f) resources that have the potential for use, as well as a number of Section 4(f) resources that are avoided by the Preferred Alternative. The Department recommends that the FRA make a first tier preliminary Section 4(f) determination on the Section 4(f) resources where feasible and prudent alternatives to their use exists, similar to the provision in the joint Federal Highway Administration and Federal Transit

Administration Section 4(f) regulations at 23 CFR 774.7(e)(1). The Department supports the Preferred Alternative's avoidance of the Patuxent Research Refuge in Maryland, Stewart B. McKinney National Wildlife Refuge in Connecticut, and Pelham Bay Park in New York, and looks forward to continued Preferred Alternative refinement to seek avoidance and minimization options for other Section 4(f) resources, including the John Heinz National Wildlife Refuge.

The Department is currently unable to provide concurrence that there is a no feasible and prudent alternative and that all measures have been taken to minimize harm until there is a proposed Section 4(f) determination. We appreciate and encourage continued interagency communication, in particular directly with the Section 4(f) resource officials with jurisdiction, as you move through the process of the Tier 2 environmental compliance.

We note that there has been extensive consultation with the consulting parties and that a Section 106 Programmatic Agreement (PA) has been developed to resolve any adverse effects. We agree that the PA has established an appropriate process to minimize harm and to mitigate the adverse effect to the Section 4(f) historic resources as you move through the Tier 2 analysis. We would appreciate the opportunity to review any Memoranda of Agreements that are developed.

The Department encourages continued communication with the National Park Service (NPS) on any park use subject to Section 6(f) of the Land and Water Conservation Fund Act. Any conversion to a non-recreational use of parkland that used Section 6(f) grant funds will need to meet NPS conversion requirements.

Final EIS Comments

The Department commends FRA in their selection of the preferred alternative that avoids and minimizes impacts on the National Wildlife Refuge System. The Department looks forward to working closely with FRA in their Tier 2 analysis to further mitigate any adverse impacts. Please continue to coordinate with the Fish and Wildlife Service on impacts under the Endangered Species Act, Fish and Wildlife Coordination Act, Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and National Wildlife Refuge System.

The NPS discovered an omission in previous comments submitted on this project's Draft EIS. Please consider the following resource as you move forward with the Tier 2 analysis:

<u>Wood-Pawcatuck Wild and Scenic River Study</u>

Public Law 113-291, enacted in December 2014, authorized a study of portions of the Pawcatuck Watershed in Connecticut and Rhode Island for potential inclusion in the National Wild and Scenic River System. The legislation identified the following segments for study:

> **SEC. 3074. STUDIES OF WILD AND SCENIC RIVERS.**
> (a) DESIGNATION FOR STUDY.—Section 5(a) of the Wild and Scenic Rivers Act (16 U.S.C. 1276(a)) is amended by inserting after paragraph (141), as added by section 3041(e), the following:
> "(142) BEAVER, CHIPUXET, QUEEN, WOOD, AND PAWCATUCK RIVERS, RHODE ISLAND AND CONNECTICUT.—The following segments:

''(A) The approximately 10-mile segment of the Beaver River from the headwaters in Exeter, Rhode Island, to the confluence with the Pawcatuck River.
''(B) The approximately 5-mile segment of the Chipuxet River from Hundred Acre Pond to the outlet into Worden Pond.
''(C) The approximately 10-mile segment of the upper Queen River from the headwaters to the Usquepaugh Dam in South Kingstown, Rhode Island, including all tributaries of the upper Queen River.
''(D) The approximately 5-mile segment of the lower Queen (Usquepaugh) River from the Usquepaugh Dam to the confluence with the Pawcatuck River.
''(E) The approximately 11-mile segment of the upper Wood River from the headwaters to Skunk Hill Road in Richmond and Hopkinton, Rhode Island, including all tributaries of the upper Wood River.
''(F) The approximately 10-mile segment of the lower Wood River from Skunk Hill Road to the confluence with the Pawcatuck River.
''(G) The approximately 28-mile segment of the Pawcatuck River from Worden Pond to Nooseneck Hill Road (Rhode Island Rte 3) in Hopkinton and Westerly, Rhode Island.
''(H) The approximately 7-mile segment of the lower Pawcatuck River from Nooseneck Hill Road to Pawcatuck Rock, Stonington, Connecticut, and Westerly, Rhode Island.

In 2013, the NPS completed a "Reconnaissance Survey" of the areas proposed for study. This document has preliminary information about natural, cultural and recreational resource values now being studied in more depth. This document, along with other information related to the Study, can be downloaded from the web site of the Wood-Pawcatuck Watershed Association, which is serving as a convenor for the partnership-based Study process: http://www.wpwa.org/documents/Wild%20and%20Scenic%20River%20Reconnaissance%20Survey%20of%20the%20Wood-Pawcatuck%20Watershed.pdf

Coordination under the Wild and Scenic Rivers Act should occur related to any new or expanded crossings of the segments listed above, as well as for the general corridor through the Study area. Preliminary route plans contained in the EIS appear to indicate that there could be three new/relocated crossings of the Pawcatuck River within the area under study. The Pawcatuck within this area supports extensive and ecologically significant wetland habitats associated with the river corridor. New routes and new crossings within this area would require coordination under the Wild and Scenic Rivers Act to ensure no adverse impact.

The NPS contact for the Study is Jamie_Fosburgh@nps.gov (617) 223-5191. The target date for completion of the Study is late 2018.

We appreciate the opportunity to provide these comments.

Sincerely,

Michaela Noble
Director, Office of Environmental Policy
and Compliance

cc: info@necfuture.com

NEC FEIS Comments - RECORD #672 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name : Judith
Last Name : Pash
Stakeholder Comments/Issues :

I oppose the proposed bypass is too destructive to the communities in southwest RI and southeast CT. We are asking that they stay within their current right of way rather than disrupting approximately 1800 acres of conservation land (at least 5 different pieces of conservation land), Tribal land, historic and working farms as well at the entire water supply for the town of Westerly (yes, they want to go right through their well field).
Judy Pash

Sent from my Sprint Samsung Galaxy S® 6.

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NEC FEIS Comments - RECORD #673 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name : Colleen
Last Name : Joseph
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 14th, 2016 via a local newspaper. I just moved to Charlestown, RI in Sept. 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Colleen Joseph

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #674 DETAIL

Status : [redacted]
Record Date : 1/27/2017
First Name : Mary
Last Name : Thacher
Stakeholder Comments/Issues :

I am Mary M. Thacher, a landowner of 35 acres between Pequot Trail and Route I-95, which I keep as undeveloped open land for the benefit of the environment of the community. This is a rocky mostly forested upland area, home to a wide and interesting variety of wildlife. To the West is the historical Minor Taugwonk Cemetery, to the east the Anguilla Brook Aquifer, a large wetland on which many people depend for their water supply.

Your plan for the new rail line which would cut through this area is irresponsible and unconscionable. Not only are you cutting through other areas in the township which benefit the community, but you are doing this, as I understand, to cut all of 20 minutes from the Boston New York run. Your hope, I understand, is to entice more people to ride your railroad: I am afraid this is wishful thinking and it will never be accomplished unless you drastically reduce your current exorbitant fares. So demolishing nice things in our community does not seem to be very productive for anyone.

I have served on the Stonington Inland Wetlands Commission, and have been the Town Historian, president of the Stonington Historical Society, as well as their Archivist and Librarian. I care enormously about this unique community and would hate to see it disrupted unnecessarily.

I hope you will accept this as input for your evaluation of this project, and that you will acknowledge the receipt of this communication. I would also appreciate your sending me a detail of your plans between Taugwonk and North Anguilla Roads.

Yours truly,

Mary M. Thacher

[redacted]

Stonington CT 06378

[redacted]

NEC FEIS Comments - RECORD #675 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Andrea
Last Name : Gardiner
Stakeholder Comments/Issues :

I have visited the Frances Carter Preserve a number of times. These "preserves" do more than sooth the soul, provide habitat space, protect rare species, etc. They help prevent erosion, remove pollution from the air we breathe, help to cool our planet (the list goes on).

This is more than an emotional plea to save this area from The Federal Railway Administration or anyone else seeking to ruin it for profit. "Eminent Domain" is an awful idea unless it is a matter of national security, and this is not. There are many of us that donate to The Nature Conservancy for land acquisition with the idea that the purchased land is to be protected. If we don't get really serious about protecting our planet, there won't be any need for faster train service.

Thank you,Andrea Gardiner

NEC FEIS Comments - RECORD #676 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Helen
Last Name : H Townsend
Stakeholder Comments/Issues :

First off: How can the FRA claim that it is opening a forum for discussion on just two dates: Jan 25th and Feb 1st in widely different geographical regions, and then claim that two webinars of JUST an hour each, in mid-February (Feb 13th & 16th) provide an equitable forum for discussion? FURTHER - "...the close of the waiting period (for the ROD) ...ends on Jan 31st..."
You are midguided and trying to dictate - just like the new president. SUddenly, this country is being run by a bunch of self-serving oligarchs.

Leave the God-damned railroad where it is and FIX it - it has worked well for so many years - just improve the track, upgrade the stations to make them more use-friendly and welcoming, and revamp the idea of rail travel as something appealing, not something that it's become - clean the cars at every station, provide good food, not junk. Put the money that you'd have put into new designs into the existing one. In Japan, rail cars are cleaned at each stop!!!! Think about it!!
Helen Townsend
Old Lyme, CT

NEC FEIS Comments - RECORD #677 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Christine
Last Name : Tedeschi
Stakeholder Comments/Issues :

To the FRA,

I cannot believe that a study was done to assess the damage that would be done to the Charlestown, RI community by adding rail for a 200 mph train track. Unfortunately my husband and I were made aware of this plan just after we purchased and poured a foundation for our retirement home. The tracks would pass right though it. Our home would (I assume be purchased at a fair value) and we could move elsewhere but the family farms that have been here for generations can't do that. All the preservation land would be ruined, the water supply put at risk, property values lowered. The list goes on. Please look closer and find another way to improve the rail system. It seems to me you need to spend money to make the existing trains safer first. I really don't see why we need to have 200 mph trains anyway. I for one don't need to shave minutes off any train travel that I make and ruin peoples home and recreation areas in the process.

Sincerely,

Chris Tedeschi
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #678 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Ayo
Last Name : Bryant
Stakeholder Comments/Issues :

Dear Sir/Madam,

I am writing to you to convey my outrage and opposition to the Federal Railroad Commission's Tier 1 Final Environmental Impact for NEC Future, and in particular, the Kenyon (R.I.) to Old Saybrook (CT) By-Pass.

This plan is ill conceived and destructive. As a resident of Pawcatuck CT, a town that adjoins Westerly Rhode Island, we would feel the ill effects inflicted by this plan on both southeastern Connecticut and western Rhode Island. The proposed by-pass would:

- permanently scar and destroy historic Connecticut and Rhode Island

- bring irreparable harm to Mystic - Connecticut's largest tourist destination which draws over one million tourists annually and is a major economic driver in the region

- negatively impact scores of small businesses in both Connecticut and Rhode Island

- eliminate the aquifer that serves Westerly RI and Pawcatuck CT

- destroy farmlands

Furthermore, the lack of public hearings in this region - an area that would pay a heavy price for this project would appear to be a deliberate oversight aimed at avoiding resistance to the plan. Indeed, the proposal has been met with universal scorn and outrage, and residents of southeast Connecticut and western Rhode Island are committed to fighting in unison to preserve our communities and local economies.

Instead of proceeding with this destructive plan, I urge improvements to the current rail lines, particularly in respect to safety. Upgrading the rail infrastructure and providing better local rail service would do much to improve overall ridership and support of our rail system.

Sincerely,

Ayo Bryant

NEC FEIS Comments - RECORD #679 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Steve
Last Name : Turino
Stakeholder Comments/Issues :

To whom it may concern
I am writing to strongly request the dropping of the current Old Saybrook to Kenyon rail by-pass plan. As it is currently drawn it appears that no regard what so ever was given to the families, farms and properties, as well as nature preserves and water supplies that the new route would destroy. The infinitesimal savings in travel time does not justify the extreme cost and destruction this plan will invoke. As a Charlestown RI resident of many years, I would hate to see so much destruction in our beautiful rural town.
Thank you for your diligence in this matter. I trust that this section of the new plan can and will be dropped.
Sincerely,
Steve Turino

NEC FEIS Comments - RECORD #680 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : William
Last Name : Lieber
Stakeholder Comments/Issues :

To those involved,

My wife and I, as citizens of neighboring Lyme and strong proponents of a high speed NEC, write to express our total opposition to running the planned Kenyon Bypass directly through the very CENTER of the shoreline community of Old Lyme, CT, whether the rail bed be at grade, elevated or tunneled.

By now you no doubt are well enough acquainted with the very strong environmental, cultural, historic, social and economic reasons foundations of our opposition. These very basic reasons should compel one to seek an alternative to the planned permanent disruption and fragmentation of a long settled, stable community.
There are already enough examples in New England of community fragmentation and disruption secondary to the heedless placement of rail lines directly through too many of our villages, towns and cities - before there were high speed trains passing through 30 or so times a day....

We urge you to apply an OLD LYME DIVERSION to the current KENYON BYPASS plan.

Thank you for your consideration,

Respectfully, Dr. & Mrs. William A. Lieber

William A. Lieber, MD
[redacted]
Lyme, CT 06371
[redacted]
[redacted]

NEC FEIS Comments - RECORD #681 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Mike
Last Name : Renaud
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 20, 2017.

It is clear that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process. Surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Mike Renaud

[redacted]

Pawcatuck, CT 06379

NEC FEIS Comments - RECORD #682 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Bonnie
Last Name : Van Slyke
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am a resident of Charlestown and ask that you to DROP THE OLD SAYBROOK TO KENYON BYPASS FROM THE TIER 1 ENVIRONMENTAL IMPACT STATEMENT.

Much relevant data along the route of the Old Saybrook to Kenyon Bypass have been omitted from the Tier 1 Final Environmental Impact Statement, and as a result, the Tier 1 process has failed to address widespread and significant impacts that should be addressed at the Tier 1 stage of such an environmental impact statement.

Data omitted or issues not addressed in the Tier 1 Final EIS include the following:

- Trains will need to slow down in order to enter the tunnel through Shumankanuc Hill, which will negate any potential savings in transit time through Charlestown.

- Land of the Narragansett tribe that will need to be taken was not considered. The statement that tribal land will not be affected is inaccurate.

- The bypass route in Charlestown lies entirely within an area designated by the Environmental Protection Agency as a sole source aquifer. Note that Charlestown depends on wells for its drinking water and, also, that the Bypass route goes through Westerly’s municipal water supply.

- This part of the Rhode Island is currently under a National Park Service Study for designation as the Wood-Pawcatuck Wild and Scenic River.

- ?Approximately 1,800 acres of open space are conserved in perpetuity. Note fifteen parcels in Charlestown have conservation easements in perpetuity and other such conserved parcels in Westerly are impacted.

- The 1,100-acre Carter Preserve in Charlestown that is owned by the Nature Conservancy and that contains a network of hiking trails and beautiful vistas important for tourism in Rhode Island is also not included. Note that the Carter Preserve, according to the Nature Conservancy, is also habitat for birds, one third of which are in need of help, and for rare plants and butterflies.

- ?The Bypass crosses land (the Carter Preserve) where the soil should not be disturbed because of the activities of United Nuclear Corporation, a plant that recovered uranium from scrap material from the mid-1960s until 1980. Note, that there was a nuclear accident on the property in 1964 resulting in a fatality.

- There are at least three farms in Charlestown that have been in existence for generations (one preserved as it was during the Revolutionary War).

- There are historic sites that should be considered.

The negative impacts of the Old Saybrook to Kenyon Bypass on the economy, environment, history, and way of life in this area of southwest Rhode Island and southeastern Connecticut would be enormous; likewise, the cost of building new track through the area will also be large. These costs will

not be offset by an increase in travel time through this area or benefits that cannot be obtained elsewhere.

Moreover, leaving the Old Saybrook to Kenyon Bypass in the Tier 1 Final Environmental Impact Statement, even before the project is studied and even if the project is never built, will cause great harm to people now and for as long as 30 to 40 years into the future.

Because there is nowhere in Charlestown where the significant, widespread impacts that result from moving the tracks outside the current right of way would not be incurred and because the improvements the Federal Railroad Administration seeks to accomplish can be achieved through upgrades within the current right of way through Charlestown and Westerly, NOW (that is, at Tier 1) is the time to remove the Old Saybrook to Kenyon Bypass and to show as the representative route the current right of way in the Tier 1 Final Environmental Impact Statement.

Bonnie Van Slyke

Charlestown, RI

NEC FEIS Comments - RECORD #683 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Bonnie
Last Name : Van Slyke
Stakeholder Comments/Issues :

Good Afternoon.

Attached are comments to the NEC Future Tier 1 Final Environmental Impact Statement. I will be sending these comments as an email as well.

Sincerely,
Bonnie Van Slyke
Charlestown, RI
Attachments : Comments_VanSlyke.pdf (46 kb)

January 28, 2017

NEC Future
United States Department of Transportation
Federal Rail Road Administration

Dear Sir or Madam:

I am a resident of Charlestown and ask that you to DROP THE OLD SAYBROOK TO KENYON BYPASS FROM THE TIER 1 ENVIRONMENTAL IMPACT STATEMENT.

Much relevant data along the route of the Old Saybrook to Kenyon Bypass have been omitted from the Tier 1 Final Environmental Impact Statement, and as a result, the Tier 1 process has failed to address widespread and significant impacts that should be addressed at the Tier 1 stage of such an environmental impact statement.

Data omitted or issues not addressed in the Tier 1 Final EIS include the following:

- Trains will need to slow down in order to enter the tunnel through Shumankanuc Hill, which will negate any potential savings in transit time through Charlestown.

- Land of the Narragansett tribe that will need to be taken was not considered. The statement that tribal land will not be affected is inaccurate.

- The bypass route in Charlestown lies entirely within an area designated by the Environmental Protection Agency as a sole source aquifer. Note that Charlestown depends on wells for its drinking water and, also, that the Bypass route goes through Westerly's municipal water supply.

- This part of the Rhode Island is currently under a National Park Service Study for designation as the Wood-Pawcatuck Wild and Scenic River.

- Approximately 1,800 acres of open space are conserved in perpetuity. Note fifteen parcels in Charlestown have conservation easements in perpetuity and other such conserved parcels in Westerly are impacted.

- The 1,100-acre Carter Preserve in Charlestown that is owned by the Nature Conservancy and that contains a network of hiking trails and beautiful vistas important for tourism in Rhode Island is also not included. Note that the Carter Preserve, according to the Nature Conservancy, is also habitat for birds, one third of which are in need of help, and for rare plants and butterflies.

- The Bypass crosses land (the Carter Preserve) where the soil should not be disturbed because of the activities of United Nuclear Corporation, a plant that recovered uranium from scrap material from the mid-1960s until 1980.

Note, that there was a nuclear accident on the property in 1964 resulting in a fatality.

- There are at least three farms in Charlestown that have been in existence for generations (one preserved as it was during the Revolutionary War).

- There are historic sites that should be considered.

The negative impacts of the Old Saybrook to Kenyon Bypass on the economy, environment, history, and way of life in this area of southwest Rhode Island and southeastern Connecticut would be enormous; likewise, the cost of building new track through the area will also be large. These costs will not be offset by an increase in travel time through this area or benefits that cannot be obtained elsewhere.

Moreover, leaving the Old Saybrook to Kenyon Bypass in the Tier 1 Final Environmental Impact Statement, even before the project is studied and even if the project is never built, will cause great harm to people now and for as long as 30 to 40 years into the future.

Because there is nowhere in Charlestown where the significant, widespread impacts that result from moving the tracks outside the current right of way would not be incurred and because the improvements the Federal Railroad Administration seeks to accomplish can be achieved through upgrades within the current right of way through Charlestown and Westerly, NOW (that is, at Tier 1) is the time to remove the Old Saybrook to Kenyon Bypass and to show as the representative route the current right of way in the Tier 1 Final Environmental Impact Statement.

Bonnie Van Slyke
Charlestown, RI

NEC FEIS Comments - RECORD #684 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : K
Last Name : L
Stakeholder Comments/Issues :

SUBJ: NEC - TIER 1 - FINAL EIS

Gentlemen:

Bravo and well done. Looks to straighten out a lot of track curvature and tackle the big items of infrastructure to include new and upgraded bridges and tunnels. We need this done sooner than later. Do not let the naysayers slow this down.

Efficient swift passenger service on the NEC is vital to the shareholders, not merely those that want to see pretty sights. Turn over unused curving and scenic trackage to the freights and short haul commuter lines. Build for the future, not merely the past.

The current Presidential Administration and most members of Congress on both sides of the aisle support these projects.

Get the shovel ready projects going while the Congress is eager to fund, strike while the iron is hot!

Good job.

Sincerely,

Karl A. Lindblad

[redacted]

[redacted]

[redacted]

P.S. Please do not publish my contact info except as legally authorized.

NEC FEIS Comments - RECORD #685 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Anne
Last Name : Welles
Stakeholder Comments/Issues :

To whom it may concern:

I am writing to express my vehement opposition to the FRA's proposed Kenyon to to Old Saybrook Bypass. This project would be disastrous to life in Old Lyme and the other affected shoreline communities.

I was raised in Old Lyme and still spend a good deal of time there as my 85-year-old father lives in our family home. The shoreline communities benefit from a rich cultural history and a remarkable scenic beauty. The proposed bypass would scar the historic and scenic quality of Old Lyme, and create numerous environmental impacts that would have negative health consequences for the Connecticut River estuary and Long Island Sound as well as the health and safety of local residents.

In these difficult economic times, it is reckless and short-sighted of the FRA to propose a rail project that will destroy a town's economic mainstay: tourism. As you know, many of the large employers in the region have either moved, shut down or sharply decreased operations - with real impacts to local residents. The one thing that no one can take away from Old Lyme and the shoreline communities is their connection to American cultural heritage and the natural beauty of the area - or so we thought.

The proposed bypass would have a monumental impact on every resident of the area - in economic terms, certainly, but also in quality of life. Moreover, destroying the cultural and environmental assets of southeastern Connecticut will be a loss to all who visit the area. These are non-renewable resources and real people's lives are involved.

The FRA needs to abandon this ill-conceived proposal and consider alternatives that will not destroy a way of life in this region of important historic and natural resources.

Very truly yours,

Anne Redfield Welles

216 Piermont Avenue
Nyack, NY 10960
845.358.5530
[redacted]

xc: US Senator Richard Blumenthal, US Senator Christopher Murphy, US Congressman Joe Courtnay, State Senator John Formica, State Representative Devin Carney

.

www.annerwelles.com

[redacted]

Attachments : PastedGraphic-1.pdf (21 kb)

Anne R Welles
Sustainable designs and consulting services

NEC FEIS Comments - RECORD #685 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Anne
Last Name : Welles
Stakeholder Comments/Issues :

To whom it may concern:

I am writing to express my vehement opposition to the FRA's proposed Kenyon to to Old Saybrook Bypass. This project would be disastrous to life in Old Lyme and the other affected shoreline communities.

I was raised in Old Lyme and still spend a good deal of time there as my 85-year-old father lives in our family home. The shoreline communities benefit from a rich cultural history and a remarkable scenic beauty. The proposed bypass would scar the historic and scenic quality of Old Lyme, and create numerous environmental impacts that would have negative health consequences for the Connecticut River estuary and Long Island Sound as well as the health and safety of local residents.

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The proposed bypass would have a monumental impact on every resident of the area - in economic terms, certainly, but also in quality of life. Moreover, destroying the cultural and environmental assets of southeastern Connecticut will be a loss to all who visit the area. These are non-renewable resources and real people's lives are involved.

The FRA needs to abandon this ill-conceived proposal and consider alternatives that will not destroy a way of life in this region of important historic and natural resources.

Very truly yours,

Anne Redfield Welles

[redacted]
Nyack, NY 10960
[redacted]
[redacted]

xc: US Senator Richard Blumenthal, US Senator Christopher Murphy, US Congressman Joe Courtnay, State Senator John Formica, State Representative Devin Carney

.

www.annerwelles.com

[redacted]

Attachments : PastedGraphic-1.pdf (21 kb)

Anne R Welles
Sustainable designs and consulting services

NEC FEIS Comments - RECORD #686 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Karen
Last Name : Renaud
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on January 20, 2017.

It is clear that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process. Surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Karen Renaud
[redacted]
Pawcatuck, CT 06379

NEC FEIS Comments - RECORD #687 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Carol
Last Name : Braegelmann
Stakeholder Comments/Issues :

Attached is the same letter with a date. No hard copy to follow.

On Fri, Jan 27, 2017 at 3:35 PM, Braegelmann, Carol <
carol_braegelmann@ios.doi.gov> wrote:

> Ms. Reyes-Alicea,
>
> Attached is the Department of the Interior letter on the Final
> Environmental Impact Statement and Section 4(f) Evaluation for
> the Northeast Corridor Future Rail Investment Plan for the Northeast
> Corridor.
>
> Regards,
> Carol
>
> --
> *Carol Braegelmann*
> *Natural Resources Management Team Leader*
> *Office of Environmental Policy and Compliance *
> *Department of the Interior*
>
>
>

Attachments : ER15-0629 FEIS FRA NEC Future DOI letter signed 01-27-2017.pdf (843 kb)

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

JAN 27 2017

ER 15/0629

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

Subject: Tier 1 Final Environmental Impact Statement (EIS) for the Northeast Corridor Future Rail Investment Plan

Dear Ms. Reyes-Alicea:

The Department of the Interior (Department) has reviewed the Final EIS and Section 4(f) Evaluation prepared by the Federal Railroad Administration (FRA), Northeast Corridor Future, A Rail Investment Plan (NEC Future Plan) for the Northeast Corridor (NEC).

The purpose of the NEC Future Plan is to upgrade aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail service on the NEC for both intercity and regional trips, while promoting environmental sustainability and economic growth. The 457-mile corridor connects major metropolitan areas including Washington, DC, Philadelphia, Pennsylvania, New York, New York, and Boston, Massachusetts. The Section 4(f) Evaluation identifies numerous properties in the study area eligible for consideration under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303). The Final EIS states that the FRA selected action alternative that is their Preferred Alternative is Alternative 2 with modifications, but has deferred any Section 4(f) determinations to the Tier 2 analysis. We offer the following comments on this project for your consideration.

Section 4(f) Evaluation and Section 6(f) Comments

The Department appreciates that you continue to coordinate with various agencies regarding this project and the development of the Section 4(f) Evaluation. We encourage continued coordination with these agencies and tribes throughout the life of this project.

The Section 4(f) Evaluation identifies numerous Section 4(f) resources that have the potential for use, as well as a number of Section 4(f) resources that are avoided by the Preferred Alternative. The Department recommends that the FRA make a first tier preliminary Section 4(f) determination on the Section 4(f) resources where feasible and prudent alternatives to their use exists, similar to the provision in the joint Federal Highway Administration and Federal Transit

Administration Section 4(f) regulations at 23 CFR 774.7(e)(1). The Department supports the Preferred Alternative's avoidance of the Patuxent Research Refuge in Maryland, Stewart B. McKinney National Wildlife Refuge in Connecticut, and Pelham Bay Park in New York, and looks forward to continued Preferred Alternative refinement to seek avoidance and minimization options for other Section 4(f) resources, including the John Heinz National Wildlife Refuge.

The Department is currently unable to provide concurrence that there is a no feasible and prudent alternative and that all measures have been taken to minimize harm until there is a proposed Section 4(f) determination. We appreciate and encourage continued interagency communication, in particular directly with the Section 4(f) resource officials with jurisdiction, as you move through the process of the Tier 2 environmental compliance.

We note that there has been extensive consultation with the consulting parties and that a Section 106 Programmatic Agreement (PA) has been developed to resolve any adverse effects. We agree that the PA has established an appropriate process to minimize harm and to mitigate the adverse effect to the Section 4(f) historic resources as you move through the Tier 2 analysis. We would appreciate the opportunity to review any Memoranda of Agreements that are developed.

The Department encourages continued communication with the National Park Service (NPS) on any park use subject to Section 6(f) of the Land and Water Conservation Fund Act. Any conversion to a non-recreational use of parkland that used Section 6(f) grant funds will need to meet NPS conversion requirements.

Final EIS Comments

The Department commends FRA in their selection of the preferred alternative that avoids and minimizes impacts on the National Wildlife Refuge System. The Department looks forward to working closely with FRA in their Tier 2 analysis to further mitigate any adverse impacts. Please continue to coordinate with the Fish and Wildlife Service on impacts under the Endangered Species Act, Fish and Wildlife Coordination Act, Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and National Wildlife Refuge System.

The NPS discovered an omission in previous comments submitted on this project's Draft EIS. Please consider the following resource as you move forward with the Tier 2 analysis:

<u>Wood-Pawcatuck Wild and Scenic River Study</u>

Public Law 113-291, enacted in December 2014, authorized a study of portions of the Pawcatuck Watershed in Connecticut and Rhode Island for potential inclusion in the National Wild and Scenic River System. The legislation identified the following segments for study:

> **SEC. 3074. STUDIES OF WILD AND SCENIC RIVERS.**
> (a) DESIGNATION FOR STUDY.—Section 5(a) of the Wild and Scenic Rivers Act (16 U.S.C. 1276(a)) is amended by inserting after paragraph (141), as added by section 3041(e), the following:
> "(142) BEAVER, CHIPUXET, QUEEN, WOOD, AND PAWCATUCK RIVERS, RHODE ISLAND AND CONNECTICUT.—The following segments:

''(A) The approximately 10-mile segment of the Beaver River from the headwaters in Exeter, Rhode Island, to the confluence with the Pawcatuck River.
''(B) The approximately 5-mile segment of the Chipuxet River from Hundred Acre Pond to the outlet into Worden Pond.
''(C) The approximately 10-mile segment of the upper Queen River from the headwaters to the Usquepaugh Dam in South Kingstown, Rhode Island, including all tributaries of the upper Queen River.
''(D) The approximately 5-mile segment of the lower Queen (Usquepaugh) River from the Usquepaugh Dam to the confluence with the Pawcatuck River.
''(E) The approximately 11-mile segment of the upper Wood River from the headwaters to Skunk Hill Road in Richmond and Hopkinton, Rhode Island, including all tributaries of the upper Wood River.
''(F) The approximately 10-mile segment of the lower Wood River from Skunk Hill Road to the confluence with the Pawcatuck River.
''(G) The approximately 28-mile segment of the Pawcatuck River from Worden Pond to Nooseneck Hill Road (Rhode Island Rte 3) in Hopkinton and Westerly, Rhode Island.
''(H) The approximately 7-mile segment of the lower Pawcatuck River from Nooseneck Hill Road to Pawcatuck Rock, Stonington, Connecticut, and Westerly, Rhode Island.

In 2013, the NPS completed a "Reconnaissance Survey" of the areas proposed for study. This document has preliminary information about natural, cultural and recreational resource values now being studied in more depth. This document, along with other information related to the Study, can be downloaded from the web site of the Wood-Pawcatuck Watershed Association, which is serving as a convenor for the partnership-based Study process: http://www.wpwa.org/documents/Wild%20and%20Scenic%20River%20Reconnaissance%20Survey%20of%20the%20Wood-Pawcatuck%20Watershed.pdf

Coordination under the Wild and Scenic Rivers Act should occur related to any new or expanded crossings of the segments listed above, as well as for the general corridor through the Study area. Preliminary route plans contained in the EIS appear to indicate that there could be three new/relocated crossings of the Pawcatuck River within the area under study. The Pawcatuck within this area supports extensive and ecologically significant wetland habitats associated with the river corridor. New routes and new crossings within this area would require coordination under the Wild and Scenic Rivers Act to ensure no adverse impact.

The NPS contact for the Study is Jamie_Fosburgh@nps.gov (617) 223-5191. The target date for completion of the Study is late 2018.

We appreciate the opportunity to provide these comments.

Sincerely,

Michaela Noble
Director, Office of Environmental Policy
and Compliance

cc: info@necfuture.com

NEC FEIS Comments - RECORD #688 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Citizens
Last Name : for a Palmer Rail Stop
Stakeholder Comments/Issues :

Dear Madam/Sir:

Attached is a letter with comments on the NEC Future Tier 1 Final EIS.

We attended the public meeting in Springfield, MA last Wednesday.

We have also pasted the text of the letter below our signature on this email.

Thank you.

Ben Hood
Anne Miller
Citizens for a Palmer Rail Stop
palmertrain@gmail.com

--- --- --- --- --- --- --- --- --- --- --- ---

January 29, 2017

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

Dear Madam/Sir:

We are members of Citizens for a Palmer Rail Stop, an activist group working to restore frequent passenger service from Boston to Springfield, MA with a stop in Palmer. Last Wednesday in Springfield we attended the NEC Future public meeting on the preferred alternative in the Tier 1 Final EIS.

We are pleased that the NEC Future now proposes improved passenger service to Springfield, but we are very concerned that the preferred alternative plan fails to include improved service between Springfield and Boston. The NEC Future is no future for Massachusetts if it does not restore frequent

passenger service linking Boston and Worcester to Springfield. These are the three major population centers of Massachusetts, currently connected only by a single, virtually useless Amtrak train. In addition, the Massachusetts Turnpike is increasingly unreliable as a route for intercity bus service between Springfield and Boston, since buses get stuck in traffic jams from route 84 just east of Springfield all the way to Boston and Logan Airport.

The future of Boston to Washington train service runs through Springfield, since the Inland Route is the only existing right-of-way that can be upgraded to handle the needed higher volume of trains in the NEC. These trains will run through the parts of Massachusetts and Connecticut with the highest population densities in New England, and link all of these metro areas to the other major cities of the northeast.

Last summer, the Northern New England Intercity Rail Initiative (NNEIRI) – a plan to expand passenger rail in New England – recommended implementation of frequent passenger service from Boston to Springfield and New Haven, with a stop in Palmer. The Palmer stop will serve the suburban area between Worcester and Springfield. Palmer and the other towns in the Quaboag region have long been left out of major state public transit planning, while areas both east and west of us have seen the benefits of improved transportation options. The time has come to address this regional inequity.

We encourage the Federal Railroad Administration to add restoration of Boston to Springfield passenger rail service to the NEC Future. We cannot wait 40 years for this country to invest in public transportation and passenger rail for Central and Western Massachusetts.

Thank you.

Sincerely,

Ben Hood
Anne Miller
[redacted]
Palmer, MA 01069
[redacted]
palmertrain@gmail.com
Attachments : NEC Future Comments 2017.pdf (732 kb)

January 29, 2017

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

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Thank you.

Sincerely,

Ben Hood
Anne Miller
[redacted]
Palmer, MA 01069
[redacted]
palmertrain@gmail.com

NEC FEIS Comments - RECORD #689 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Howdy-

I recently became aware of the Kenyon to Old Lyme Bypass that is part of the Northeast Corridor Infrastructure Master Plan from May, 2010 (NEC IMP 2010). Not only have a looked over the plans for my region, but I took the time to download the entire document and to read through it. In summary, the plan reeks of doing something for those with influence, but not in the name of doing something positive. As a long time resident, please let me bring up a few points-

1) The ridership levels are not realistic and the footnotes within the plan recognize that these are the most optimistic numbers that Amtrak could come up with for the plan. We all know the history of predicting the usage of mass transit in this country (that is, it is consistently and wildly overly optimistic) and this plan is no exception (source; p18 NEC IMP 2010).

2) The ridership levels are shown as anyone who uses any aspect of the line in question for each line, which massively overestimates the number of riders who use the entirety of the line or who might see any benefit whatsoever from an increase in lines. Below are the ridership levels (over)estimated within the NEC Master Plan compared to the actual ridership levels published by NAPRail.org (source; https://www.narprail.org/site/assets/files/1038/nec_2015.pdf) for the Northeast Corridor-

2010 Amtrak (over)estimate; 13 million

2009 NAPRail.org actual passengers; 9.9 million
2010 NAPRail.org actual passengers; 10.2 million
2011 NAPRail.org actual passengers; 10.9 million
2012 NAPRail.org actual passengers; 11.4 million
2013 NAPRail.org actual passengers; 11.4 million
2014 NAPRail.org actual passengers; 11.6 million
2016 NAPRail.org actual passengers; 11.7 million

The NARPRail.org numbers are also supported by Amtrak press releases (source; ATK-13-22 https://www.amtrak.com/ccurl/730/658/FY13-Record-Ridership-ATK-13-122.pdf and ATK-14-096 https://www.amtrak.com/ccurl/238/481/Amtrak-FY2014-Ridership-and-Revenue-ATK-14-096%20.pdf).

3) The above ridership levels show less than 2.5% net annual gain in riders, which is well below the overinflated numbers in the NEC IMP 2010

4) The proposed savings in time for those few who will actually benefit as riders is minuscule when compared to the delays to be incurred by those affected by this ill-conceived plan as well as through the lowering of the

standard of living or quality of life for those affected and the negative influence on home prices (source; p21 NEC IMP 2010). The Boston-New York Express is estimated to save 23-minutes on a trip in excess of 3-hours while the Boston-New York Mainline is estimated to save 6-minutes on a trip in excess of 4-hours (source; NEC IMP 2010). Six-minutes over a four-hour trip! Is that worth destroying our towns?

5) Time, unlike money, cannot be banked. It cannot be carried over from day-to-day and the six-minutes potentially saved on a full-trip from Boston to New York does not add up from one day to the next to become a large savings in time. No one who saves 6-minutes over a 4-hour trip becomes a better parent; no one who saves that time gets more work done; no one who has those minutes creates a new technology or paradigm. Those six-minutes are spent on their electronic devices in their cars instead of in their train seats.

6) The downward pressure on thousands of home prices not only affects those who own the homes, but also affects the local school districts, fire districts, police departments, social services and others who rely on local tax dollars. The shrinking property values and tax bases will put pressure on local schools and will over time, no doubt, reduce the effectiveness and attractiveness of local school districts.

7) Ridership will not increase by any appreciable level with this plan. This was touched on in point one, but the ridership on these lines is dependent upon the national and regional economy more than on the presence of more trains, cars or tracks. The national and regional economy show no signs of developing extended suburbs, especially in the northeast, as happened from the 1950s into the 1970s, and actually is more likely to cater to local populations rather than those who travel extended miles.

8) The population of the northeast is shrinking relative to the populations of the south and southwest, from a northeast population of 19% in 2000 to 17.4% in 2016, with no relative percentage gain year-over-year for any year, which makes the idea of destroying an extended area of tax base for an ill-conceived mass transit expansion program rather ludicrous (source; US Government Census https://www.census.gov/popclock/data_tables.php?component=growth). This trend is not temporary and has seen 14.3% and 13..8% increases in the south and west between 2000 and 2010 while the midwest and northeast had the smallest population growths at 3.9% and 3.2%, respectively (source; United States Census Bureau https://www.census.gov/prod/cen2010/briefs/c2010br-01.pdf).

9) The above point illustrates that the ridership levels for Amtrak services within the northeast corridor are growing at a slower pace than the already sluggish population growth within the northeast (2.5% net gain in northeast corridor ridership vs. 3.2% net gain in northeast population growth). This fact undermines the supposition that an expansion of the Amtrak northeast corridor is required for a vigorous region.

10) The shrinking proportion of population in the northeast has not gone unnoticed within the press, which further undermines the assertions of Amtrak that this expansion is necessary (source; US News & World Report "New Census Data Shows Northeast Population Growth is Lagging" http://www.usnews.com/news/national/articles/2008/03/26/new-census-data-shows-northeast-population-growth-is-lagging).

11) Mass transit in this country has not succeeded when pitted against the automobile and there is little reason to believe that this historical absolute will be challenged with this lobbyist-derived expansion.

Thank you for your time.

Dr. Thomas Bush, PhD.

NEC FEIS Comments - RECORD #690 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : sharon
Last Name : maclean
Stakeholder Comments/Issues :

Please read the attached letter.
Thank you.Sharon MacLean

Attachments : NEC Future letter.pdf (249 kb)

29 January 2017

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

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on 4 January 2017.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Sharon MacLean
[redacted]
Exeter, RI 02822

NEC FEIS Comments - RECORD #691 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Brock
Last Name : Graham
Stakeholder Comments/Issues :

Please add me to the list of people who oppose the plan as presented, it's not ready for prime time:

There is no defined business model behind this, and it's way too expensive
A nominal reduction in travel time is not justification for this
Without a fixed route there is no way to accurately predict the cost, and that much property acquisition dooms the schedule from the start
Making wildlife areas the preferred route is immoral, in CT or outside
The preparatory reporting is incomplete, especially for such an ambitious project
Connecticut is not in a position financially to contribute here -- it won't happen, and on top of that there is no real motivation for us if the benefits are north & south of here

we have more important infrastructure priorities than this

Brock Graham
Old Saybrook, CT

Sent from my iPad

NEC FEIS Comments - RECORD #692 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Steven
Last Name : Wurst
Stakeholder Comments/Issues :

I currently reside in Brookfield, CT (NW Connecticut) and am sickened to read about the proposed train route that would destroy the character of the shoreline communities in Southeastern Connecticut. I grew up in Old Lyme (1969 - 1985) and have always valued the history and charm those small towns offer. As a former resident of Old Lyme and current resident of Connecticut; a state and federal taxpayer, please revoke the passage through these quintessential New England historic communities before it's too late. Connecticut and its constituents cannot afford to lose gems for bureaucratic money-losing operations. Aside from it ruining the communities for the people living there, the local economies risk losing monies from tourism that it has relied on for decades.

Let's please be smart and not short sided with this important decision.

I thank you in advance for your consideration.

Steven Wurst
[redacted]
Phone [redacted]

NEC FEIS Comments - RECORD #693 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Gary
Last Name : Welles
Stakeholder Comments/Issues :

Although difficult, this seems a sensible approach to increasing rail capacity in our region:

"Preferred Alternative includes a new segment on the NEC between Old Saybrook, CT, and Kenyon, RI, which would not only provide a four-track railroad (two tracks on the new segment and two tracks on the NEC) but also provide redundant rail in southeast Connecticut for a portion of the NEC that is most vulnerable to flooding."

This new segment would free the NEC for more rail service with more stops without impacting traffic growth on the rivers. Our Thames River is the finest harbor while our Mystic River is the busiest channel on the East Coast.

Where it not for our position on the water between Boston and New York, our then King James commissioning the road later surveyed by Ben Franklin as part of the Lower Post Road we wouldn't be the NEC.

At the time of its completion the first rail bridge over the Thames River was the longest in the world, suggesting our NEC Future isn't unprecedented.

Tks,
Gary

--
Rep. Gary Welles
Groton RTM District 5
PO Box 1
Old Mystic, CT 06372-0001
groton@garywelles.com
BBM PIN: 2BF8E5FE
+1.860.536.3418

"Submarine Capital of the World"

NEC FEIS Comments - RECORD #694 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Cindy
Last Name : Fackler
Stakeholder Comments/Issues :

Thank you for considering our comments.

Cynthia & Rex Fackler
Bradford, RI 02808

January 22, 2017

To: U.S. DOT-Federal Railroad Administration

My husband and I would like to express our vehement opposition to the proposed rail bypass plan. The impact of this plan would affect not only the environment, but also the quality of life of countless people living in the areas affected. Surely the speed of these trains, travelling in excess of 200 miles per hour, would also adversely affect wildlife in surrounding areas. We live near the Grills Nature Preserve, and we would hate to see the beauty and serenity of areas such as this destroyed. The negative impacts of this plan, in our opinion, far outweigh any potential time-saving benefit for commuters.

We were also dismayed to hear of the proposal to permanently close the Westerly, RI train station. It was already a concern that the station would no longer have a stationmaster, since we had found him to be very helpful when we took the train to Boston for the first time. Westerly has recently opened an educational training center just behind the train station. It seems very short sighted to restrict access to train service when the need should be increasing, with an influx of new students, in addition to tourists and local residents.

We urge you to reconsider your support for this plan and instead focus on upgrading and maintaining our existing stations and railroad tracks.

Thank you.

Cynthia & Rex Fackler

[redacted]

[redacted]

Bradford, RI 02808

NEC FEIS Comments - RECORD #695 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : bruce
Last Name : hain
Stakeholder Comments/Issues :

Hi,

Am expecting to send my NEC Future comment today or tomorrow. It has 11 pictures, and due to dicey-ness of sending pictures in emails want to send 6 in one email and 5 in another, with the entire lot attached in a third at full size (They must be reduced to fit in with the email text.) in case they don't get through otherwise.

Had hoped to get this posted on my website first to make for better viewing but that may take a while. If it's ok will sent the three emails labelled as: PART 1 NEC Future Comment; PART 2 NEC Future Comment, etc.

Look forward to any reactions that may be forthcoming...

Best,

Bruce W. Hain

NEC FEIS Comments - RECORD #696 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Russ
Last Name : Todd
Stakeholder Comments/Issues :

Dear Director Warren,

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016. There has been insufficient study and recognition of the impacts associated with the proposed Old Saybrook, CT to Kenyon, RI rail bypass particularly relating to the introduction of a tunnel as part of the FEIS, which is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered additional study, review and public comment period to allow for a thorough review of the impacts and opportunity for the citizens of the State of Connecticut and Rhode Island and their representatives to provide input.

Further to this point, Chapter 8 on Construction Effects of the Tier 1 FEIS states in section 8.2.1 that “During Tier 2 project studies, construction types could change to better reflect site conditions or to minimize effects on resources.”
This statement clearly suggests that the current plan of a Tunnel for the Old Saybrook, CT to Kenyon, RI bypass through the Connecticut River and Old Lyme Historic District could simply revert back to an Aerial structure to “minimize effects on resources." However, if a reversion back to an Aerial structure during the Tier 2 process were to occur by your agency, the Tier 1 FEIS would become instantly flawed or erroneous as an FEIS document, due to the fact that the impacts of an Aerial structure were not factored in the Tier 1 FEIS for the Old Saybrook, CT to Kenyon, RI bypass. Logic follows that if the FEIS is flawed for the Old Saybrook, CT to Kenyon, RI section, this puts into question the entire NEC Future EIS assessment process in weighing different route alternatives and the Tier 1 FEIS report as a whole.

The Tier 1 FEIS should have either:

1. Unequivocally stated that only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District for the Old Saybrook, CT to Kenyon, RI bypass. And that if a tunnel is proven to be unfeasible during the Tier 2 analysis, the Old Saybrook, CT to Kenyon, RI rail bypass would be removed or this would trigger a restart of the entire Tier 1 EIS process to accurately represent impacts for assessment in weighing route options.

or

2. The Tier 1 FEIS should fully study and report the impacts of both a Tunnel and an Aerial structure on the Connecticut River and the Old Lyme Historic District.

Considering that the ground condition in and around the Old Lyme Historic District is shallow bedrock and glacial stratified deposits which easily transmit ground-borne vibration, why is the FRA even trying to credibly propose a plan to bore and blast a tunnel through the Old Lyme Historic District? It is particularly concerning

that the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment manual does not take into account sources levels for Tunnel Boring Machines and Blasting nor is a screening distance even assigned for ground-borne vibration impact assessment of such construction activities.

Thus, the Tier 1 FEIS fails to identify the Environmental Consequences to The Florence Griswold Museum a National Historic Landmark. It should also be noted that the Florence Griswold Museum is both a historic building that is extremely sensitive to vibration damage from construction and operational ground borne vibration and is also a Land Use Category of 1 pertaining to Noise and Vibration impact as a National Historic Landmark with significant outdoor use associated with en plain air painting and outdoor festivals and concerts. The NHL status of the Florence Griswold Museum requires responsibility on the FRA in resolving adverse effects of noise and vibration of construction and operation whether a Tunnel or Aerial structure. The same applies to the residences, churches, Library, outdoor parks, and schools in the Old Lyme Historic District a designated National Register of Historic Place. Finally, it is unclear to what extent the FRA has taken into account the impact with respect to Noise and Vibration on other important sound sensitive facilities in New London County such as The Coast Guard Academy, the Submarine Base at Groton, Sonalysts Studios, Mystic Seaport, Mystic Aquarium. Noise and vibration impact on wildlife and endangered species such as the Atlantic Salmon and the overall natural and marine environments including the Connecticut River Estuary and feeder rivers such as the Lieutenant River as well as over 800 acres of Old Lyme Land Trust Nature Preserves that fall within the Affected Environment that are not adequately addressed in the Tier 1 FEIS.

The Tier 1 FEIS has failed to fully identify noise and vibration impacts for the construction and ongoing operations of the proposed new segment between Old Saybrook, Connecticut and Kenyon, Rhode Island. Additionally, the Tier 1 FEIS has not clearly identified that New London County, CT and Washington County, RI will experience some of the greatest increases in sound and vibration along the entire corridor . The largely rural nature of New London County and Washington County coupled with the intent of new segment will result in "severe" degradation of the acoustic environment that will impact our communities, national historic landmarks, historic districts and natural resources such as estuaries, rivers, parks including associated wildlife and marine life including endangered species such as the Atlantic Salmon.

In the meantime, the failure to fully assess noise and vibration impacts of both a Tunnel and Aerial structure and the other disastrous effects to our communities' natural, historic, and cultural resources will continue to cause substantial harm to the communities in New London County, CT and Washington County, RI disrupting residential, business and real estate transactions and home mortgage valuations and subsequent loans. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate and fully formed research and state, local governmental and public input.

Finally, the Tier 1 FEIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature or recognize the endangered species that depend on the Connecticut River.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the Old Saybrook, CT to Kenyon, RI bypass is not ready to be selected as the preferred alternative and it

should be removed from the NEC Future FEIS at the ROD.

Russ Todd
Resident of New London County, CT

NEC FEIS Comments - RECORD #697 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Dan
Last Name : and Nancy Cook
Stakeholder Comments/Issues :

[redacted]
Charlestown, RI 02813
[redacted]

January 29, 2017

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

Attention FRA:
Please protect the rural nature of Charlestown, RI and DROP the implementation of the "Old Saybrook to Kenyon Bypass."
Although the change proposed to the railroad line in the Burdickville area of Charlestown is very close to us geographically, our concern is greater than the impact it would have on us personally. We only learned of this project shortly before Christmas 2016. Was this intentional to release this information right before the holidays so that most people would miss it?
Thankfully, some people object to wasteful government spending when it involves massive disruptive construction in their own backyard. For the rest of the country, imagine the cost of government when politicians are willing to spend millions of tax dollars to reduce the time it takes a train to pass through Charlestown, RI by less than a minute.
We object not just because it is the unnecessary destruction of land and homes in our area, but because we also object to wasteful spending. Anyone who takes an objective look at the current rail line and the proposed changes, would understand that these are not dollars well spent, even if the changes did NOT destroy a local livestock farm, intersect one of the largest preserves in the state, interfere with Tribal lands, and demolish dozens of homes, many in a new subdivision.
Please eliminate this bypass from the FRA's plans. It is an unnecessary, expensive, and disruptive change in Charlestown, RI and along the entire Old Saybrook to Kenyon Bypass.
Sincerely,
Daniel T. Cook
Nancy B. Cook

NEC FEIS Comments - RECORD #698 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Dinalyn
Last Name : Spears
Stakeholder Comments/Issues :

Please find the attached letter from the Narragansett Indian Tribe.

Dinalyn Spears

Community Planner/Natural Resources Director

Vice Chair Land & Water Resources Commission

Narragansett Indian Tribe

P.O. 268 (4375B South County Trail)

Charlestown, RI 02813

Office: (401) 364-1100 extension 210

Fax: (401) 364-6432/1104

Attachments : FRA PDF Ltr.pdf (272 kb)

Narragansett Indian Tribe

January 29, 2017

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

To NEC FUTURE:

On behalf of the Narragansett Indian Tribe, I am writing to express our deep concern regarding the Federal Railroad Administration's (FRA) Tier 1 Final Environmental Impact Statement (EIS) proposed inclusion of a high-speed rail bypass, known as the "Old Saybrook to Kenyon Bypass, through Narragansett Tribal lands.

Tribal Concerns:

- The FRA's lack of proper notification (See E.O. 13175 Consultation and Coordination with Indian Tribal Governments)
- The lack of communication and dialogue on the project
- Inclusion of Tribal lands
- Culturally Sensitive areas
- Impacts to tribal natural resources (water, wetlands, forest, wildlife, hunting/gathering activities)
- Impacts to surrounding homeowners, farms, nature preserves, and historical sites

The Tribe opposes FRA proposed bypass and requests support from the State and the Federal Delegation by supporting the following:

- Keep the railroad on its current Right of Way and remove from Tier 1- EIS
- Request for the extension of the comment period on the Tier 1 Final EIS to April 1, 2017.
- Request for continued consistent communication with the FRA as we move forward on this issue.

Sincerely,

Dinalyn Spears
Director of Community Planning/Natural Resources
Vice-Chair NIT Land & Water Resources Commission
P: 401-932-1264 Fax: (401) 364-6432
Email:dspears@nitribe.org

NEC FEIS Comments - RECORD #699 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : John
Last Name : Goodman
Stakeholder Comments/Issues :

I write in opposition to the NEC Future's proposed re-routing of rail lines through Charlestown and surrounding areas.

As with others in Charlestown, I do not believe this proposal meets the spirit or letter of NEPA notifications. Indeed, NEC Future and the Federal Railroad Administration should bear a responsibility to inform home owners and other impacted parties whenever the intent of a proposal is to impact or assume possession of private or tribal properties. In such a situation the bar of satisfactory notice needs to be higher than this passive and vague mention in an EIS or proposal.

Alternative plans that re-route high speed transit to Providence and surrounding transportation hubs should be considered. An alternative proposed in Connecticut would re-route high speed rail to Hartford, Storrs, Northeast CT, and Providence before continuing to Boston and points north.

This route could prove far less disruptive, tracing existing rivers and highway routes, minimizing environmental impact and disruption of private properties. Such a proposal would result in improved ridership, minimize impact to sensitive areas, while still retaining the ability to utilize the existing Kingston to Westerly lines for commuter and freight rail - ideally utilizing expanded commuter lines from MBTA and Connecticut commuter lines to connect Kingston/Westerly to New York, Providence and Boston - would be a win win for all.

Should this proposal somehow move forward I would also suggest that immediate remediation of private property concerns and fair market value begin, as any home or property owner will find themselves effectively constrained in their ability to use or sell property even if this proposal remain only in paper form. If the federal government is not going to give appropriate notice the least they can do is not hold homeowners hostage for decades awaiting appropriations and the commencement of work.

Thank you for your consideration.

John J. Goodman
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #701 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on December 19, 2016.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

The Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island. Given the importance of the Programmatic Environmental Impact Statement(P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida”high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process,surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Lois R. Allsup
Walter J. Allsup

NEC FEIS Comments - RECORD #702 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Robert
Last Name : Jose
Stakeholder Comments/Issues :

[-]--------- Forwarded message ----------
From: Robert Jose [redacted]
Date: Mon, Jan 30, 2017 at 10:15 AM
Subject: FRA-NEC Future: Tier 1 Final EIS
To: info@necfuture.co

I have been a resident of Old Lyme, Ct for over 25 years and Chairman of the Economic Development Commission for over 5 years and I write as both a resident and chairman in opposition to the proposed rail bypass through the center of Old Lyme. This town is noted as a first class art community with spectacular recreational water resources both in the Sound as well as the rivers. It is a summer vacation spot for many New Englanders. With the proposed rail bypass across the Connecticut River, through the extensive tidal wetlands, across the Lieutenant River and then across/under Lyme Street, the historic center of the Town, you plan to alter and ruin forever the true character of the Town. As the original character of the Town diminishes so will the business interests creating economic hardships.

We remain opposed to the rail bypass and believe the massive costs of the project coupled with the disasterous impacts to the towns, rivers and wetlands far exceed the small timesavings the proposed rail bypass would provide.

Bob Jose

NEC FEIS Comments - RECORD #703 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : John
Last Name : Van Slyke Jr.
Stakeholder Comments/Issues :

John Van Slyke Jr.
[redacted]
Charlestown, RI 02813

RE: NEC Future Tier 1 Environmental Impact Study

Ladies and Gentlemen:

As a property owner in Charlestown, RI, I am writing to oppose the realignment of high speed rail in southwestern Rhode Island and southeastern Connecticut (that is, the Kenyon to Old Saybrook Bypass) and ask that you remove the proposed bypass from the NEC Future Tier 1 Final Environmental Impact Statement.

The Federal Railroad Administration has failed to demonstrate a compelling need for a Kenyon to Old Saybrook Bypass in Charlestown. The bypass would be very expensive to build and its construction and use would damage the environment, impinge on property rights, adversely affect Native American tribal land, threaten the EPA-designated sole source aquifer, and affect a river system under study by the National Park Service for designation as a Wild and Scenic River.

These "costs" and the amount of money needed to construct the Bypass are not justified because very little, or no, time would be saved through construction of the Bypass. Also, other benefits could be gotten through upgrades made within the current right of way through Charlestown and Westerly.

The Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both southwestern Rhode Island and southeastern Connecticut. The Kenyon to Old Saybrook Bypass needs to be dropped.

Sincerely

/s/ John Van Slyke Jr.

John Van Slyke Jr.
[redacted]
Time zone: US EST GMT - 5

NEC FEIS Comments - RECORD #704 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Muffy
Last Name : Brandt
Stakeholder Comments/Issues :

Hello,

My name is Meredith Brandt, I reside at [redacted] Providence RI 02909

As a RI resident I am writing to express my objection to the NEC Future Track Straightening Project which would cut through Narragansett tribal land and sacred sites. Additionally it will damage and destroy forests and wetlands that could help RI weather climate change. Here's the environmental impact statement <http://www.necfuture.com/tier1_eis/feis/>.

Thank you for your time

Meredith Brandt

NEC FEIS Comments - RECORD #705 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Heidi
Last Name : Comeau
Stakeholder Comments/Issues :

Good afternoon, the attached is being forwarded on behalf of City of Groton, CT, Mayor Marian Galbraith with respect to the waiting period on the NEC Preferred Alternative.
Thank you for your consideration.

Heidi Comeau
Executive Administrator
City of Groton
Mayor's Office
295 Meridian Street
Groton, CT 06340
(860) 446 4103

Attachments : Scanned from a Xerox Multifunction Printer.pdf (66 kb)

THE CITY OF GROTON

Mayor Marian Galbraith
295 Meridian Street, Groton, CT 06340
(860) 446-4103 (860) 445-4058 FAX

January 30, 2017

Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor Joint Program Manager
US DOT, Federal Railroad Administration [FRA]
One Bowling Green, Suite 429
New York, NY 10004

Dear Program Manager Reyes-Alicea:

I am writing in regard to the FRA's Preferred Alternative and the contents of the Tier 1 Final EIS. On behalf of the City Council, I would like to express our opposition to the proposed Amtrak Bypass which would bypass existing stations including New London, CT. We are part of a region which is building on its present tourism appeal and which is striving to make our area a center for innovation, which attracts and retains millennials. This bypass would thwart both objectives.

The City of Groton is located on the eastern side of the Thames River, directly across from the New London Train Station. The New London Train Station is an important regional transportation hub. There, in one location, are the Long Island Ferry, the Block Island Ferry, the Fishers Island Ferry, the Thames River Water Taxi, as well as railways stops for both Amtrak and Shoreline East. All of these forms of transportation are either within the same building or within a one block walking distance. Many travelers use the train to access the ferries to the islands and likewise, many travelers from the islands use the ferries to get to the train, neither requiring an automobile for transportation. The New London area and the City of Groton rely on this train station for both visitor and resident travel. Likewise, the Mystic Train Station, though far less frequently used, allows tourists to disembark directly in downtown Mystic, an enormously popular tourist destination.

The proposed New London/Mystic replacement stop, on the other hand, is not within walkable distance to other means of transportation and would require additional travel expense or new public transportation between the station and other transportation or tourist destinations. This proposed bypass would significantly affect our ability to attract and retain millennials or to grow , or even keep, our tourism base.

I would also like to object to what this bypass would do to further divide and separate towns which have already been awkwardly bisected by interstate highways. New London, for instance, has never quite recovered from neighborhoods which were divided by the interstate highway. Groton likewise has awkwardly disconnected neighborhoods for the same reason. The new bypass would further exacerbate the situation, running through historic districts and dividing neighborhoods.

I urge you to reconsider this proposal and instead invest in the infrastructure we have.

Sincerely,

Marian Galbraith

Cc: Senator Richard Blumenthal
Senator Chris Murphy
Congressman Joe Courtney

NEC FEIS Comments - RECORD #706 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Jim
Last Name : Thornton
Stakeholder Comments/Issues :

I appreciate the opportunity to being able to comment on the proposed changes to the route of the Northeast Corridor through CT & RI. I am opposed to changing the route for several reasons:

1. While I do not have statistics, the amount of traffic at the New London, Mystic and Westerly stations is considerable during the summer. For example, the New London stations connects so easily with the ferries to Block Island and Long Island. Being able to literally walk across the street to the ferry is extremely convenient! In Mystic and Westerly it is so exciting on a Friday evening to watch families come down to meet dad arriving in from the city, and then head back on Sunday evening. You also see entire families arrive from the city to spend the weekend and then head to local attractions and the beach. Many times they do not even need a car.
As a passenger on these trains, the track is often right along the shoreline allowing beautiful views, especially in the Mystic and Stonington area.

2. A major concern of the proposed route is that it appears to cut right through a large section of land that has been granted to land trusts as important wildlife habitats, also right through the the area right near the Westerly and Pawcatuck drinking water aquifer; this is an area that cannot in any way be compromised. There are also a number of farms in this path that should not in any way be disturbed.

Lastly, the proposed path seems to cut right through the Narraganset Indian Tribal lands. This is sacred ground of their's that must be protected as sovereign land.

3. While I am all for railroad travel, and actually enjoy living relatively close to the tracks at both of our homes, this may be a project with too high a cost than what taxpayers can bear right now. It would seem the money would be better spent upgrading existing facilities, including stations such as Westerly's.

It would appear that the proposed path was drawn without any research having been done at all regarding important natural resources. It would seem prudent to do some of this research before releasing anything to the public so that any possible areas of concern can be identified and alternative plans developed.

Truly yours
Jim Thornton

NEC FEIS Comments - RECORD #707 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Sarah
Last Name : Perry
Stakeholder Comments/Issues :

Please reject the Kenyon to Old Saybrook Bypass.

The Kenyon to Old Saybrook Bypass poses intolerable impacts to the historic and environmental resources of Southeastern Connecticut and Southern Rhode Island.

Additionally, please extend the public comment period. A 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is in the public interest.

Sincerely, Sarah Perry

NEC FEIS Comments - RECORD #708 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Jim
Last Name : Thornton
Stakeholder Comments/Issues :

I appreciate the opportunity to being able to comment on the proposed changes to the route of the Northeast Corridor through CT & RI. I am opposed to changing the route for several reasons:

1. While I do not have statistics, the amount of traffic at the New London, Mystic and Westerly stations is considerable during the summer. For example, the New London stations connects so easily with the ferries to Block Island and Long Island. Being able to literally walk across the street to the ferry is extremely convenient! In Mystic and Westerly it is so exciting on a Friday evening to watch families come down to meet dad arriving in from the city, and then head back on Sunday evening. You also see entire families arrive from the city to spend the weekend and then head to local attractions and the beach. Many times they do not even need a car.
As a passenger on these trains, the track is often right along the shoreline allowing beautiful views, especially in the Mystic and Stonington area.
2. A major concern of the proposed route is that it appears to cut right through a large section of land that has been granted to land trusts as important wildlife habitats, also right through the the area right near the Westerly and Pawcatuck drinking water aquifer; this is an area that cannot in any way be compromised. There are also a number of farms in this path that should not in any way be disturbed.

Lastly, the proposed path seems to cut right through the Narraganset Indian Tribal lands. This is sacred ground of their's that must be protected as sovereign land.

3. While I am all for railroad travel, and actually enjoy living relatively close to the tracks at both of our homes, this may be a project with too high a cost than what taxpayers can bear right now. It would seem the money would be better spent upgrading existing facilities, including stations such as Westerly's.

It would appear that the proposed path was drawn without any research having been done at all regarding important natural resources. It would seem prudent to do some of this research before releasing anything to the public so that any possible areas of concern can be identified and alternative plans developed.

Truly yours
Jim Thornton

NEC FEIS Comments - RECORD #709 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : David
Last Name : Prescott
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea,

Please accept the following comments concerning the NEC Future Tier 1 Final EIS. Don't hesitate to contact me if you have any questions about Save The Bay's comments.

Best
Dave

--
David Prescott, South County Coastkeeper
Save The Bay
8 Broad St.
Westerly, RI 02891
*T: *(401) 315-2709 *E: *dprescott@savebay.org
---
*savebaynarragansett <https://www.facebook.com/savebaynarragansett> | @savethebayri <http://twitter.com/savethebayri> | +savethebayri <http://plus.google.com/u/0/b/102199483407014808222/102199483407014808222/> *

Attachments : Save The Bay Comments FRA Final EIS Tier 1 2017.01.30.pdf (228 kb)

SAVE THE BAY®
NARRAGANSETT BAY

January 30, 2017

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

Re: Public Comment on the Tier 1 Final Environmental Impact Statement (EIS) for the Northeast Corridor Rail Investment Plan

Dear Ms. Reyes-Alicea:

Save The Bay represents the voices of thousands of our members and supporters committed to preserving, restoring, and protecting the ecological integrity and value of Narragansett Bay and coastal Rhode Island. Save The Bay (STB) has reviewed the Tier 1 Final Environmental Impact Statement (EIS) for the Northeast Corridor Rail Investment Plan and submits the following comments.

Save The Bay has a serious concern with the potential for destruction of natural resources in return for a faster commute by rail. Environmental impacts to our watershed, Westerly's sole source aquifer, wetlands, floodplains, wildlife corridors and conservation lands must be avoided. Once these resources are destroyed, the ecosystem benefits that they provide (flood management, recreation, wildlife, carbon sequestration, etc.) will be lost forever. The current Preferred Alternative for the Kenyon to Old Saybrook Bypass would cause substantial and irreplaceable impacts to our region. While we understand that a detailed breakdown of the environmental and economic impacts is not available until a Tier 2 EIS, we expect that you will take all reasonable efforts to avoid degradation of the environment. Clearly, the best option would be to utilize the current right of way for the upgrades needed to the Northeast corridor.

In addition, we request that the Final Environmental Impact Statement be supplemented with references to the ongoing Wild and Scenic River Study for the Wood and Pawcatuck Rivers. The Federal Railroad Administration (FRA) will be required to conduct further coordination and consultation with the National Park Service as part of this process. Since 2010, the Wood-Pawcatuck Watershed Association and its partners (including Save The Bay) have been working to get federal recognition for the Outstandingly Remarkable Values of seven rivers within the Wood-Pawcatuck Watershed in southeastern New England. These amazing rivers offer exceptional recreational opportunities for paddlers, birders and fishermen. They contain thousands of acres of wetlands

THE BAY CENTER
100 Save The Bay Drive
Providence, RI 02905
phone: 401-272-3540
fax: 401-273-7153

EXPLORATION CENTER
Easton's Beach
P.O. Box 851
Newport, RI 02840
phone: 401-324-6020
fax: 401-324-6022

SOUTH COAST CENTER
Riverside Building
8 Broad Street
Westerly, RI 02891
phone: 401-315-2709

savebay@savebay.org
www.savebay.org

providing habitat for a wide diversity of fish, amphibians, reptiles, mammals and invertebrates. The FRA's Preferred Alternative has the potential to cause serious harm to this region's scenic, recreational, and natural resources.

Finally, the proposed new rail corridor has the potential to directly impact the use and interests of many members and supporters of Save The Bay. However, Save The Bay was only made aware of this proposal through an article in the local paper. Going forward, we request that our organization be included as a stakeholder and notified about any updates, released reports, meetings, etc. in a timely manner. We believe that all stakeholders deserve ample time to review and comment on this major proposal by the FRA.

Thank you for your consideration of our comments. Please contact me through email at dprescott@savebay.org or by phone at (401)315-2709 if you have any questions or need additional information.

Sincerely,

David Prescott
South County Coastkeeper®

NEC FEIS Comments - RECORD #710 DETAIL

Status : [redacted]
Record Date : 1/30/2017
First Name : Dianne
Last Name : Klair
Stakeholder Comments/Issues :

Regarding the Preferred Alternative for the Tier 1 Final Environmental Impact Statement for the NEC Future Rail Investment Plan (as provided during the 30-day waiting period):

I am commenting on the new segment proposed between Baltimore City (Bayview Station) through Baltimore County and Harford County to just west of the City of Aberdeen (MD), which is a portion of the proposed new 60 mile segment from Bayview, MD to Newport, DE (Table 4-16). I believe that for the Baltimore/Harford section, you may want to reconsider the alignment and to have it remain adjacent to the existing Amtrak right-of-way. This alignment is the same as Alternative 2 in the Draft EIS as opposed to the transformational new segment that is identified in this Final EIS, which is identified as Alternative 3 in the Draft.

With the exception of the curve in the Essex area, the track curves for this 25 mile stretch (from Milepost 145 to Milepost 170) are not as significant as those, for instance, in Cecil County. I would think that the cost of constructing, maintaining and securing a separate spine through this section will be far greater than the benefits, its impact to the community in a populated area, its impact to cultural resources and some of the challenges posed by the terrain. Benefits from a security standpoint would be far greater close to the Federal lands of Aberdeen Proving Ground and by not having two separate alignments through this section of the region.

Again, I would like for you to reconsider your Preferred Alternative in this Tier 1 Final EIS for this section and to change it to the Alternative 2 alignment. Thank you for the opportunity to comment.

Respectfully,

Dianne Klair

--

Dianne Klair, Planner
City of Havre de Grace
711 Pennington Avenue
Havre de Grace, Maryland 21078
410-939-1800 ext. 1118

NEC FEIS Comments - RECORD #711 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Scott
Last Name : Comings
Stakeholder Comments/Issues :

Greetings,
Please find attached The Nature Conservancy in Rhode Island's comments on the Tier 1 Final Environmental Impact Statement (FEIS) for NEC FUTURE. Please let me know that you have received our comments. Thank you. Sincerely, Scott

Scott Comings
Associate State Director
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nature.org<https://remote.tnc.org/,DanaInfo=nature.org+>

[Logo]

The Nature Conservancy
Rhode Island Field Office
159 Waterman Street
Providence, RI 02906

Block Island Office
P.O. Box 1287
352 High Street
Block Island, RI 02807

[cid:image003.png@01CD3A44.0B552910]<http://www.facebook.com/natureconservancyrhodeisland?sk=wall>

Attachments : Amtrak Comments Final.pdf (676 kb)

The Nature Conservancy
Protecting nature. Preserving life.™

The Nature Conservancy in Rhode Island
159 Waterman Street
Providence, RI 02906

tel [401] 331.7110
fax [401] 273.4902

nature.org/rhodeisland

January 30, 2017

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

On behalf of The Nature Conservancy, thank you for the opportunity to provide comments on the Tier 1 Final Environmental Impact Statement (FEIS) for NEC FUTURE.

The Nature Conservancy is a global conservation organization dedicated to conserving the lands and waters on which all life depends. Guided by science, we create innovative, on-the-ground solutions to our world's toughest challenges so that nature and people can thrive together. We are tackling climate change, conserving lands, waters and oceans at unprecedented scale, and helping make cities more sustainable. Working in more than 65 countries, we use a collaborative approach that engages local communities, governments, the private sector, and other partners.

The Conservancy certainly recognizes the environmental and economic benefits of improving and expanding high speed rail service in the United States. We are working in all 50 states to develop practical solutions for a prosperous and cleaner future, and we support increased public and private investment in mass transit as an important strategy to reduce carbon emissions.

Nevertheless, the Conservancy has grave concern that the Representative Route -- as depicted in the Preferred Alternative -- has the potential to cause irreparable damage to critically important conservation areas in Rhode Island. I understand that this FEIS is a broad programmatic and planning document and that decisions about specific alignments will be made in subsequent Tier 2 project studies. FEIS, Vol. 1, p. 1-9. However, section 4.7.8 of the FEIS calls for a new two-track segment "shifting south through Branford and Wood River Junction, reconnecting to the NEC in Kenyon, north of the Pawcatuck River," at the eastern end of the proposed Old Saybrook to Kenyon Bypass. In so doing, the NEC would carve a two-mile path across the Francis Carter Preserve, the Conservancy's second largest nature preserve in Rhode Island. See the attached map, which shows the Representative Route and its impact on the Carter Preserve and three nearby conserved properties described below.

Established in 2001 and expanded in 2014, the 1,100-acre Carter Preserve in Charlestown, RI holds significant conservation value as part of a large, unfragmented coastal forest block. It includes a mile of the Pawcatuck River and provides habitat for five bird species listed by the US Fish & Wildlife Service as "highest priority" for recovery in the northeastern United States. In addition, the Carter Preserve is a treasured public asset for the residents of Charlestown and nearby communities and one of the most popular hiking destinations in southern Rhode Island. With six miles of trails, and more in development, it is a focal point for The Nature Conservancy's outreach and environmental education programs in Rhode Island, attracting more than 5,000 visitors each year. As described in the FEIS, however, the Representative Route would divide this flagship preserve in half, fragmenting grassland and forest habitat, disrupting

the entire trail system, interfering with the quiet enjoyment of this preserve, and substantially reducing the recreation opportunities available to the public.

Moreover, three nearby properties – all protected in recent years with the assistance of the Conservancy – may also see direct impacts as a result of the project: the privately owned Amos Green Farm (nearly adjacent to the Carter Preserve), and the Westerly Land Trust's Grills Preserve and Riverwood Preserve. These and other conserved lands in southern Rhode Island have unique ecological and historic attributes and provide outstanding outdoor recreation and education opportunities. Their permanent protection is paramount to the Conservancy's mission.

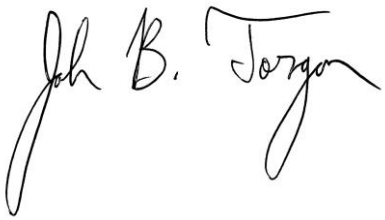
Regrettably, The Nature Conservancy was not notified during the NEC planning process, and only learned of the FEIS through an e-mail message from an individual member of the local conservation commission on December 18, 2016. Accordingly, we are providing comments at this time in the hope that we might still inform the Record of Decision and be invited to participate in subsequent planning processes, so that any proposed individual project's environmental impacts on the Carter Preserve and other conserved properties might be avoided or minimized by the Federal Railroad Administration.

Toward that end, the Rhode Island chapter of The Nature Conservancy very strongly wishes to be added immediately to the NEC FUTURE e-mail alert list. See FEIS, Vol. 1, p. 1-10. Notifications regarding NEC FUTURE should be sent to the attention of scomings@tnc.org. In addition, federal regulations (40 CFR Sec. 1506.6 (b)(1), 1506.6(b)(3)(viii)) require agencies to provide mail notice upon request regarding individual actions and any NEPA-related hearings, public meetings, and the availability of environmental documents, especially to owners of affected property like the Conservancy. The Nature Conservancy asks to be placed on the NEC FUTURE mailing list and to be notified at every stage of any individual action affecting the State of Rhode Island. Recognizing the critical importance of early planning to the NEPA process and the formulation of alternatives, we seek notification prior to the development of any feasibility studies or project studies which may potentially affect the Carter Preserve and other conserved properties and an opportunity to participate in the development of alignment alternatives to be considered in the Tier 2 NEPA process. See FEIS, Vol. 1, p. 10-9. In addition, we ask to be notified of each formal stage in the Tier 2 NEPA process for Rhode Island projects, including scoping, issuance of draft NEPA documents, and public meetings or public hearings. Mail notices should be addressed to Scott B. Comings, The Nature Conservancy, 159 Waterman Street, Providence, RI 02906. Finally, it is our understanding that after the Record of Decision the next steps will be the development of project lists for the Initial Phase and their incorporation in a Service Development Plan. The Nature Conservancy requests notice and an opportunity to comment directly on this next phase, as well.

Again, the Conservancy is supportive of the goal of increasing the role of rail transportation in the United States. We would like to work with the Federal Railroad Administration in a constructive fashion and would be interested in reaching out to the appropriate officials as this initiative moves forward. If appropriate, please share with me the best point of contact at the FRA so that we can continue this dialogue.

Thank you for your consideration of The Nature Conservancy's views on this important matter.

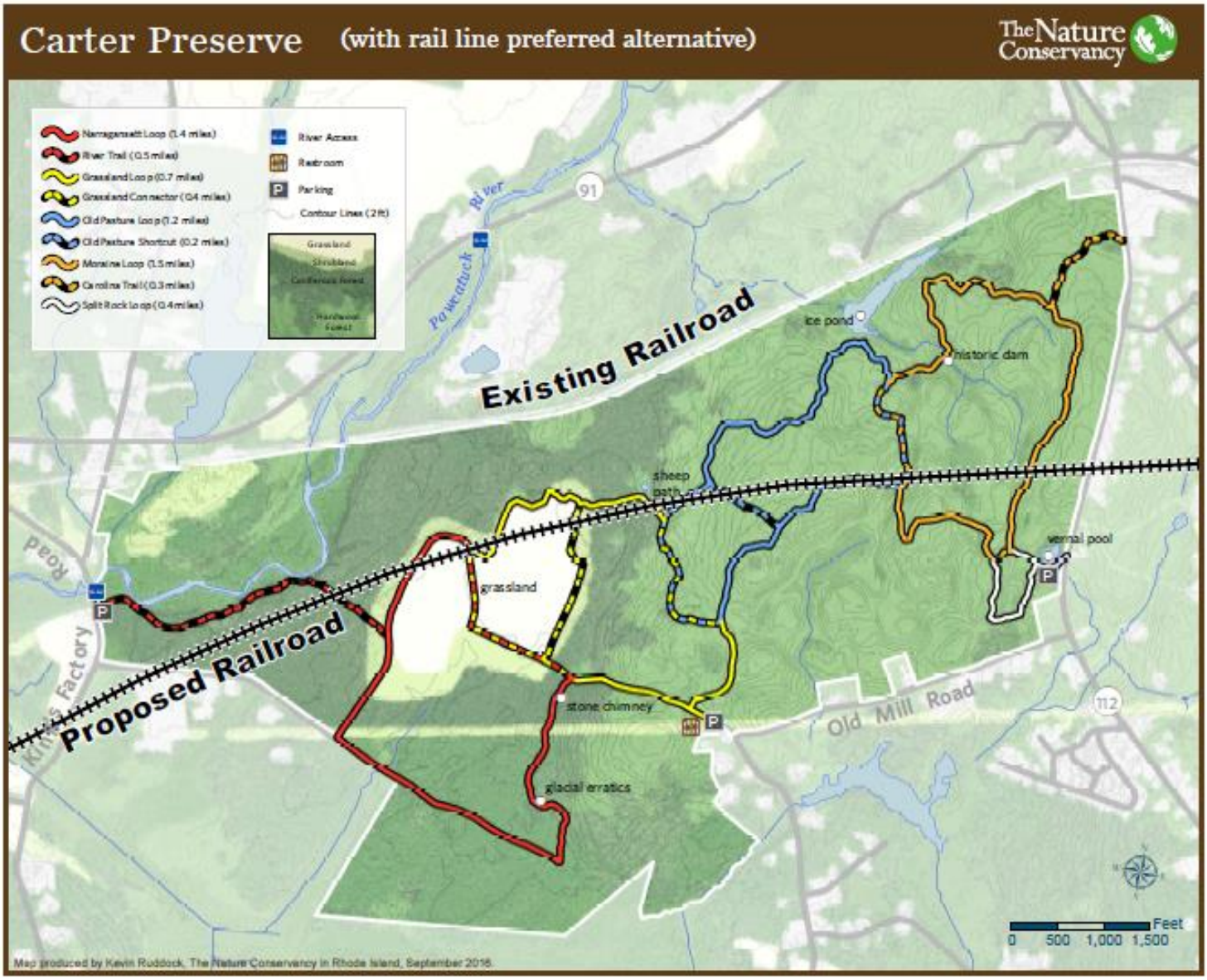
Sincerely,



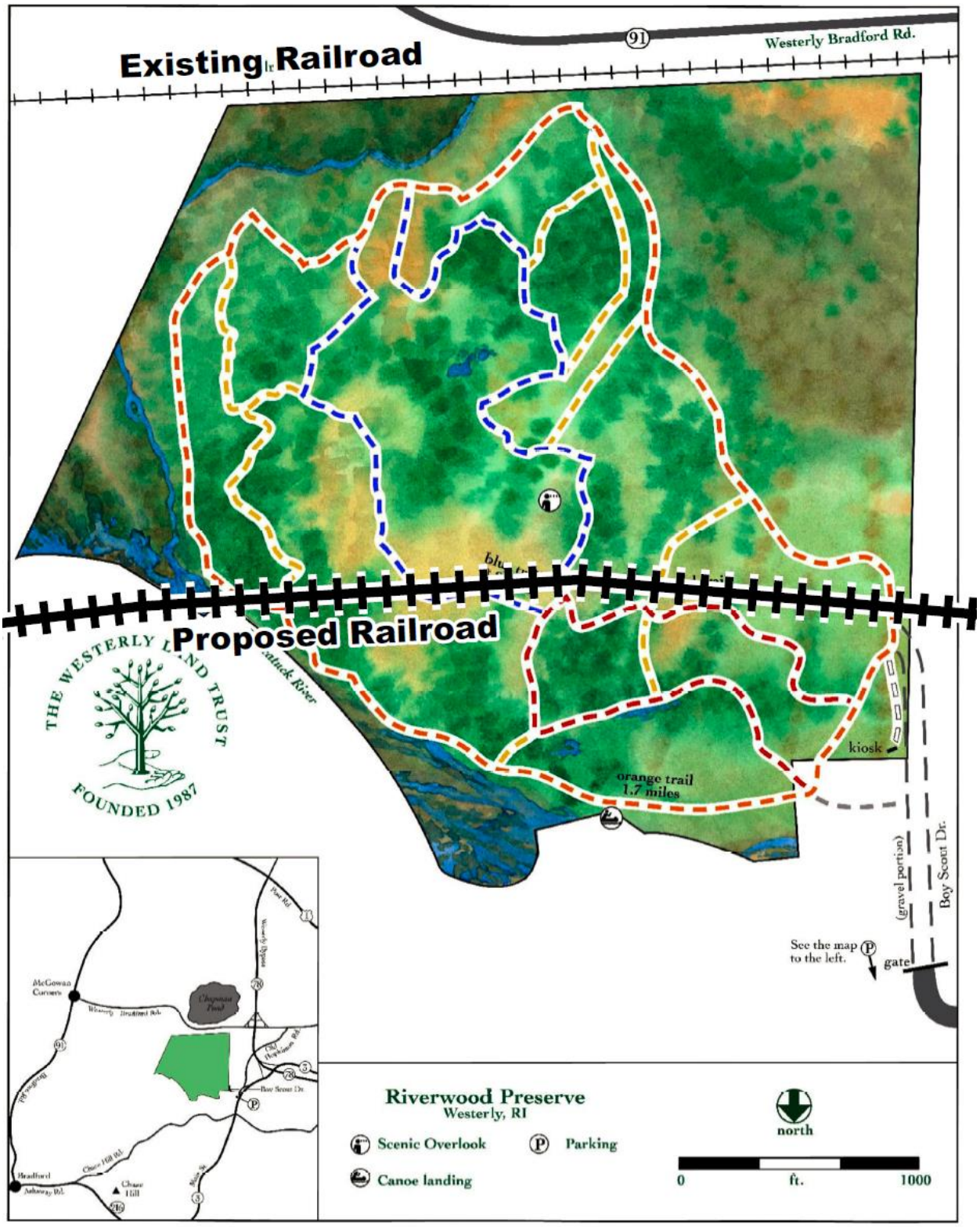
John Torgan
State Director

Carbon Copy:
Rhode Island Governor Gina Raimondo
Rhode Island Senator Jack Reed
Rhode Island Senator Sheldon Whitehouse
Rhode Island Representative Jim Langevin

Attachments showing proposed railway over lands with Conservancy interest:

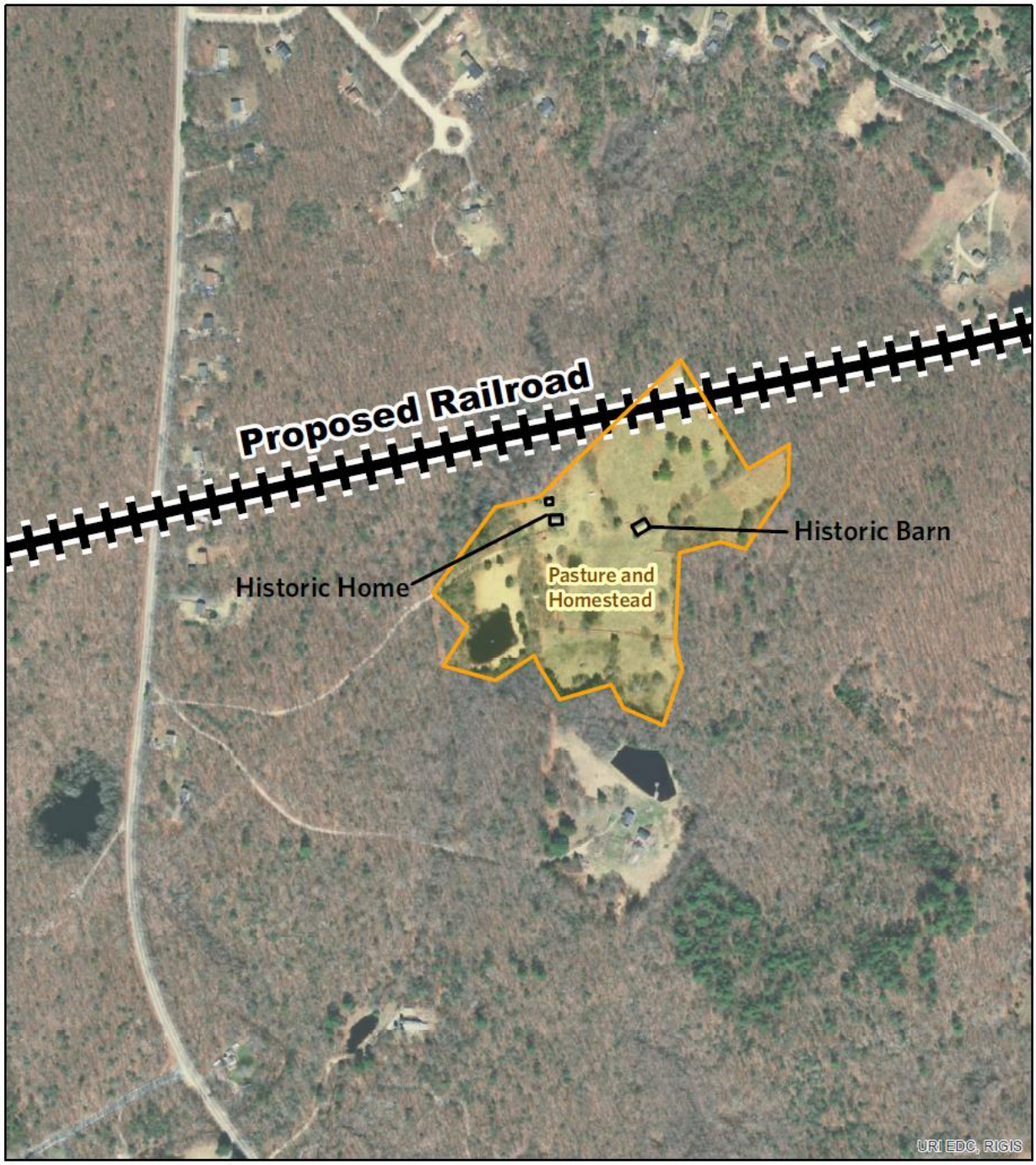


Westerly Land Trust maps are made possible through the generosity of the Voss Hutton Memorial Fund.


Existing Railroad
91
Westerly Bradford Rd.
Proposed Railroad
THE WESTERLY LAND TRUST
FOUNDED 1987
kiosk
orange trail
1.7 miles
(gravel portion)
Boy Scout Dr.
See the map to the left.
gate
McGowan Corners
Chapman Pond
Bradford
Chase Hill
Riverwood Preserve
Westerly, RI
Scenic Overlook
Parking
Canoe landing
north
0
ft.
1000

Amos Green Farm

Charlestown, RI



NEC FEIS Comments - RECORD #712 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

To whom it may concern:

As a 9 year resident of Charlestown, I am concerned about the proposal for the new railway. I feel it is an exorbitant waste of time, money, and resources that is truly unnecessary. I am strongly opposed to this project as there seems to be little benefit to very few people.

A project of this magnitude will disrupt if not destroy what this town offers. It is a beautiful town, charming and peaceful with farm land, parks, preserves, and beaches which support tourism. Instead of leaving Charlestown as a haven it would take away from the very things that draw people in.

This project appears to be very self serving to very few people. The tax burden and cost to many does not justify the small benefit to the few. Saving travel time in minuscule increments does not warrant billion dollar projects. Whatever the hidden agenda is here needs to be rejected and the voices of our town needs to be heard. Stop pushing these burdens on us.

Reconsider this plan and leave our town alone. Respect our town and our people.

Sincerely,
Dr. Shari Kaliski, DPT

Sent from AOL Mobile Mail

NEC FEIS Comments - RECORD #713 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Greg
Last Name : Golden -DNR-
Stakeholder Comments/Issues :

Dear NEC Future Team:

The Maryland Department of Natural Resources (MD DNR) review team is taking the opportunity here to provide feedback during the 30 Day Waiting Period for the Tier 1 Final EIS, prior to the NEC Future project team's preparation of the Record of Decision (ROD) for the project, and prior to continuation of Tier 2 studies.

We greatly appreciate the dedication, significant efforts, and coordination of the NEC Future project team on this important transportation infrastructure project. Our Draft EIS comments have been coordinated and included in the Final EIS document by the project team, and we understand the important commitments made toward studying and considering social, environmental and natural resources issues in further detail during Tier 2 studies. We plan to provide further natural resource information and review analysis during the Tier 2 studies, specifically to inform planning and design decisions which will be made during and after that additional Tier 2 work. We realize the great importance of considering specific field and site information for making those finer-detail project decisions in any large transportation infrastructure project.

The NEC Future Tier 1 Final EIS approach to Alternative Analysis and Preferred Alternative selection is understood in this unique project study. They have taken into account many important issues related to public need, stakeholder commenting, planning policy, funding analysis, corridors and alignments, and a variety of social and resource issues. We agree that the Preferred Alternative approach allows and provides both clear direction for future study and reasonable flexibility and technical adjustment ability in those future studies.

Repeating and emphasizing some of the important resource topics we referenced directly or indirectly in our DEIS comments, we look forward to coordinating more specific and site-related natural resource information and analysis of potential impacts during Tier 2 review on waterways, wetlands, forest resources, important wildlife habitats including forest interior areas and waterfowl concentration areas, rare species and their habitats, fisheries, public lands, State designated Scenic and Wild Rivers, all other economically important resource types and areas, Coastal Zone

Management and coastal resiliency, etc.
There are two important natural resource topics which we did not reference specifically in Tier 1 comments, but which deserve mention now at the Final EIS feedback stage and ROD preparation stage, and which will be appropriate for specific further study as the project moves into Tier 2 studies. The first important additional topic is that of environmental and conservation easements. The Maryland Environmental Trust (MET) has great expertise and conducts important activities in protecting land acreage through conservation easements; they have assisted me in adding these important comments. There are actually several types of rural and environmental/conservation easements, as well as agricultural and historic easements managed by other agencies with which we partner and coordinate, all of which will need to be carefully considered when evaluating existing rail alignment widening, and alternative or additional alignment segments for the NEC Future study. Important contact agencies for coordinating, identifying, analyzing, and determining optimal conservation for land and resource conservation easements in Maryland include, but may not be limited to, Maryland Environmental Trust and other Maryland Department of Natural Resources Units, Maryland Department of Agriculture, and Maryland Historical Trust. These agencies will be ready to support and coordinate with Maryland Department of Transportation as they lead and guide other Maryland agencies in coordinating with the NEC Future project team. The study of these easements and appropriate impact avoidance and minimization alternatives should begin as soon as land use, field work, and other specific site studies begin. MET and other MD DNR Units will focus on analysis and protection of conservation easements and Rural Legacy Program aspects, which typically focus on agricultural and forest lands, habitat for migratory waterfowl and Forest Interior Dwelling Bird Species, habitat for other sensitive species and ecological communities of plants and animals native to Maryland, and similar. Easement topics involve not only important natural resource values, but also the social connections to those resources and land ownership, all of which are so important in NEPA studies. Staff from several of our programs will be available to help with scoping and analysis of conservation easements as Tier 2 field studies begin.

The second issue worthy of additional mention here relates to our artificial reef program, which aims to create and partner with others to create structural fisheries habitat in tidal waters utilizing certain types of materials often recycled from demolition of existing man-made infrastructure. Most negotiations and arrangements for such materials and their placement occurs much later in project planning, but awareness of the program and forward planning are beneficial throughout early and middle planning stages of large transportation and other construction projects.

Large scale transportation projects such as the Woodrow Wilson Bridge replacement project over the Potomac River in Maryland, District of Columbia, and Virginia can provide significant volumes of important clean concrete rubble that is excellent for creating artificial reefs. Materials that are created by infrastructure demolition near tidal waters are especially of interest. Bridges, piers, abutments, concrete rail ties, concrete pavement and other similar sources can provide materials for use in artificial fish (and shellfish) reefs. The NEC Future project may find such materials could become available in bridge work and replacement, alignment relocations, and work on associated structures and pavement. While some metal and painted materials may not be appropriate for use in reefs, clean concrete rubble can be excellent for this initiative, and can provide win-win opportunities for transportation projects and natural resource management. We can provide additional information on fish reef initiatives as Tier 2 studies begin.

Thank you for the opportunity to provide this feedback on the Tier I Final EIS. If you have any questions on the comments provided above, please contact me at your earliest convenience.

Sincerely,
Greg Golden

[image: MD Logo.png] <http://www.maryland.gov/>

[image: facebook_logo.jpg] <https://www.facebook.com/MarylandDNR/> [image: twitter_logo.jpg] <https://twitter.com/MarylandDNR>

dnr.maryland.gov

Greg Golden

Environmental Review Program

Department of Natural Resources

Tawes State Office Bldg, B-3

Annapolis, MD 21401

410-260-8331 <(410)%20260-8331> (office)

greg.golden@maryland.gov

Click here
<http://www.doit.state.md.us/selectsurvey/TakeSurvey.aspx?agencycode=DNR&SurveyID=86M2956#>
to complete a three question customer experience survey.

On Tue, Feb 16, 2016 at 7:57 PM, Greg Golden -DNR- <greg.golden@maryland.gov
> wrote:

> Thank you for providing the opportunity for the Maryland Department of
> Natural Resources (MD DNR) to review and provide comments on the Tier 1
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> topics.
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> for emphasizing and balancing, with application of expert analysis and
> management. In addition to our appreciation to see these planning elements
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> document is on Federal resource categories in the ecological section, which
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> convenience.
>

>
> Greg Golden
> Project Review Division
> Integrated Policy and Review Unit
> MD Department of Natural Resources
> 410-260-8331
> please note my new email address: greg.golden@maryland.gov
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>
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>

NEC FEIS Comments - RECORD #714 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Greg
Last Name : Golden -DNR-
Stakeholder Comments/Issues :

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Greg Golden

Environmental Review Program

Department of Natural Resources

Tawes State Office Bldg, B-3

Annapolis, MD 21401

410-260-8331 <(410)%20260-8331> (office)

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Click here
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> 410-260-8331
> please note my new email address: greg.golden@maryland.gov
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>

NEC FEIS Comments - RECORD #715 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Julie
Last Name : A. Carroccia
Stakeholder Comments/Issues :

Dear Sir or Madam:

Residents of the Town of Charlestown and the Charlestown Town Council fiercely object to the Old Saybrook to Kenyon Bypass for high-speed rail through the Town of Charlestown. New high-speed trains can run from Boston or New York to Providence using the current right of way.

Straightening the track in Charlestown, as near as we can determine, will save only one minute of travel time between Boston and New York. One minute. The price for this is enormous and unsupportable. Just in the Town of Charlestown alone it will cost over a billion dollars of taxpayer's money, cause the destruction of numerous homes, family farms, historic districts, drinking water aquifers, a wild and scenic river, critical habitats, conservation areas preserved in perpetuity and invade Narragansett Tribal Lands.
More specifically, the Bypass would destroy the bucolic Burdickville village, demolish the historic districts of Columbia Heights and Kenyon, ruin the productive fourth-generation Stoney Hill Farm, divide The Nature Conservancy's treasured 1100-acre Carter Preserve, demolish the preserved Revolutionary-era Amos Green Farm, and invade other protected conservation lands, all to enable long-distance passengers to traverse our town a minute faster than current rail transport allows. The inestimable and irreversible environmental costs to our town for that minute saved (to do what?) are staggering.

Moreover, what is now a conceptual line on the map brings the threat of eminent domain with real loss in property value, loss of resale and unwillingness of banks to mortgage for at least the next 30 years. Real estate values in Connecticut along the Bypass route there have already taken a 25% hit. To have this sword hanging over Charlestown's head from now into the distant future is unacceptable.

The environmental impacts are too extensive to enumerate in this letter but critical for consideration at the first tier of an environmental impact statement. These impacts have not been yet been assessed by the state or by the Federal Railroad Administration.

It would be our preference not to litigate this issue.

Sincerely,

Julie Carroccia
Charlestown Town Council Vice President

NEC FEIS Comments - RECORD #716 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Jessica Lynn
Last Name : Neubelt
Stakeholder Comments/Issues :

Dear Mr. Nissenbaum,

Please see attached for comments respectfully submitted in opposition to the NEC Future's preferred alternative as outlined in the Final Tier 1 EIS.

The single PDF contains two separate components. The first is a letter from Professor Robert Yaro outlining several weaknesses in the current FRA proposal. The second is a statement summarizing the additional comments of 11 students who participated in a graduate-level planning studio led by Professor Yaro at the University of Pennsylvania in Fall 2016.

Please reach out with any follow-up questions.

Thank you very much,

Jess

Jessica L. Neubelt
University of Pennsylvania
PennDesign | MCP/MSHP 2017
jneubelt@design.upenn.edu<mailto:jneubelt@design.upenn.edu>
[redacted]

Attachments : YaroStudioComments_NECFutures_1.30.17.pdf (291 kb)

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January 30, 2017

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

Dear Mr. Nissenbaum,

This letter provides comments on the Federal Railroad Administration's NEC Future Tier 1 Environmental Impact Statement. My overall reflection on this study (as a longtime transportation and regional economic development planner for the Greater New York area) is that it represents an enormous missed opportunity and serves a disservice to the Northeast Megaregion, America's largest economic unit. If implemented, it will place the Northeast and the nation at a long-term economic disadvantage against all of its global competitors. After several years of research and public consultation and tens of millions in expenditures, FRA's recommendations fall far short of meeting the mobility and economic development needs of the entire Northeast, and in particular of the Northeast Corridor's North End between New York and Boston. To paraphrase Winston Churchill, "Never has so little been made of so much by so many --and for so long."

Here are the key points I would like to stress:

This is not High-Speed Rail.

22 countries have built High-Speed Rail (HSR) systems, and a dozen more are planning or building these systems, with most of them providing 175-225 mile per hour service and dramatic reductions in travel times between major cities. These systems are being built to transform the economic geography of megaregions similar to the Northeast by creating new economic agglomerations encompassing all of the metropolitan areas that comprise these places.

FRA's Recommendations will not transform the Northeast's economic geography.

By contrast, FRA's recommendations largely ignore the potential to create a new economic geography across the Northeast, and the vast economic benefits that could be gained by such an investment.

HSR systems have become the mode of choice and a new competitive advantage in existing and emerging megaregions around the world. These places stretch from 300-600 miles across, making them too small to be efficiently serviced by commercial aviation and too large to be served by automobiles. They are by contrast uniquely suited to HSR service. However, NEC Future calls for only minimal improvements in speeds and travel times over the current schedule, increasing speeds from today's average of 61 mph to 78 mph between New York and Boston. This will not produce the travel time savings required to integrate commuter sheds and labor and housing markets across the region's cities. It will also not create the economic agglomerations that HSR is producing in competing megaregions in Europe and Asia.

FRA's recommendations ignore the potential to transform bypassed cities and regions.

In many places around the world HSR is being used to rebuild the economy of bypassed cities and regions. In England, for example the UK government is spending more than $100 billion to build HS2 between London and Manchester and Leeds, and HS3 linking cities across the North of England to revitalize this underperforming region. NEC Future ignores these precedents and does not provide the service levels, travel times and network benefits needed to revitalize bypassed cities across the Northeast. This issue has come to the fore in the aftermath of the recent election, where millions of angry voters from Rustbelt cities voted for change.

NEC Future will not create the new transportation capacity the Northeast needs now—and in the future.

With congestion reaching crush loads on the Northeast's highways and in its airports, and only limited opportunities to expand these systems, the Northeast Rail Corridor is the only place where future inter-city travel demand can be provided efficiently. NEC Future's recommendations will not provide the capacity, service, or travel times to meet projected demand. It is simply unacceptable for a region of this importance to the nation's well being -- a place that for the past 150 years has had the world's most advanced and efficient transportation network-- to condemn it to having one of the world's least efficient and congested systems for decades to come. This will produce a drag on the Northeast's and the nation's economic productivity for much of the coming century.

FRA's preferred alignment leaves million without NEC service.

NEC Future's preferred alignment leaves nearly 10 million residents of Long Island, Central Connecticut, Western Massachusetts, and several Southern New England cities that have been bypassed by the prosperity of the past four decades unserved by NEC rail service. The economy of these places could be transformed by improved rail service. The FRA, however, has discarded the proposed Long Island alignment that would provide NEC rail service to Nassau and Suffolk Counties and—for the first time—link Long Island's economy with New England's. Additionally, the FRA's preferred alternative provides only poor service to the Hartford and Springfield regions.

Use of the New Haven Line for inter-city service will unnecessarily displace commuter rail in the nation's busiest passenger rail corridor.

FRA's preferred alignment runs inter-city trains between New York and Boston on the existing New Haven Line rail corridor, which is already overcrowded. Additionally, because high-speed trains

would further disrupt service in this busy corridor, express trains will have to run at speeds comparable to commuter rail trains.

FRA's proposed Shoreline East corridor has enormous disadvantages, while the discarded route via Hartford to Providence has enormous merits.

The FRA's proposed shoreline route in Eastern Connecticut and Western Rhode Island does enormous environmental damage to this special but under-populated region and provides no service to the Hartford and Springfield regions. By contrast, the alternative inland route discarded by FRA from New Haven via Hartford to Providence avoids this damage as well as the strenuous opposition of local residents and state officials. The inland route provides improved service to nearly 2 million residents in Greater Hartford and Western Massachusetts. It also provides service to the University of Connecticut at Storrs and makes it possible to achieve true HSR service between Boston and New Haven. Continuing this high-speed inland route under Long Island Sound and across Rhode Island would permit 100 minute travel times between Boston and New York; provide connections to JFK and MacArthur airports and activity and population centers on Long Island; and would not undercut service in the crowded New Haven Line rail corridor.

These issues, and the merits of the alternative route via Long Island, Hartford and Providence, are further analyzed in a summary of highlights from the 2016 PennDesign Studio report, *Rebooting New England*, attached separately.

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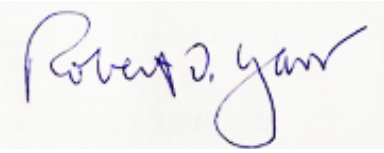

Robert D. Yaro, Professor of Practice

University of Pennsylvania and

President Emeritus, Regional Plan Association

Rebooting New England: A "Met-work" Strategy for Bypassed Metros

City and Regional Planning Department, PennDesign
Robert D. Yaro and Jessica Neubelt
Fall 2016 studio

Comments on the Federal Railroad Administration's
Preferred Alternative for NEC FUTURE

This studio has been part of an ongoing series of research projects undertaken at the University of Pennsylvania's School of Design, begun in 2004, to investigate the economic development and mobility needs of the Northeast Megaregion and similar places around the world. The 2010 Studio report, "Making High-Speed-Rail Work in the Northeast Megaregion" called for investments in the Northeast Corridor (NEC) to underpin the megaregion's global competitiveness for decades to come. The final report of the 2010 studio was presented at the White House to Vice President Biden and assembled federal officials (including the Federal Railroad Administrator), ultimately leading to the initiation of the Federal Railroad Administration (FRA)'s NEC Future planning process.

The FRA's *NEC Future* proposal for investment in the rail corridor falls far short of the vision set forth in the 2010 studio's plan. The plan recommends a rail alignment that stays almost entirely within the existing rail corridor, save for a controversial new stretch in southeastern Connecticut and southwestern Rhode Island. While the choice to rely on in-situ upgrades reduces the overall project costs, it fails to imagine a future in which rail takes on a larger role. The outcome of this plan, the FRA's first comprehensive vision for passenger rail in 40 years, is not just a squandered opportunity for a bold transportation system, but a missed opportunity to change the way that cities, their employers, and their residents interact.

First and foremost, the proposal outlined in the final FRA report only reduces the travel time between New York City and Boston by 45 minutes to a quickest possible trip of 2 hours and 45 minutes. While this is certainly an improvement on existing conditions, a 45-minute difference is unlikely to radically alter current rail usage, reduce vehicle trips, or shift air trips to rail. The estimated $128 billion project would only achieve an overall travel time reduction of 1 hour and 20 minutes between New York and Boston, allowing for shortest possible trips of 4 hours and 55 minutes. These are shorter trips than Eastern Seaboard residents currently benefit from, but it is not constitute true high-speed rail. The FRA's proposal will not bring American passenger rail into competition with global transportation leaders.

Not only does the *NEC Future* recommendation miss opportunities to achieve transformational high speeds, the FRA proposal misses opportunities to capture enormous markets of potential new riders. Long Island's estimated 7.8 million residents (2015 ACS) are not served by the preferred alignment and therefore do not contribute to its potential ridership. By bypassing Long Island, the FRA proposal also misses opportunities to connect Long Island research facilities, such as SUNY Stony Brook, Cold Spring Laboratories, and Brookhaven National Laboratory, to those in Southern New England, from Yale University to the biotech firms ringing Boston.

Similarly, this proposal also leaves behind New England's Knowledge Corridor, which extends north from New Haven, Connecticut through Amherst, Massachusetts and continues into Vermont. The Knowledge Corridor's 41 institutions of higher education, 215,000 students, 64,000 businesses, one state capital, and 2.8 million people are relegated to vehicle trips and slow commuter rail service (Knowledge Corridor, June 2014). Instead of bringing the above residents and jobs centers into the catchment of high-performance passenger rail, the preferred alternative captures the same population of passengers who use Amtrak and commuter services today.

The FRA proposal fails to address several other challenges posed by the existing alignment, including serious capacity limitations along the New Haven line. As opposed to a Long Island route, which would free tracks for added Metro North commuter service between New York and New Haven, this plan proposes continuing the line's use for every level of passenger service. The proposed alignment also fails to create one-seat trips between New York, Boston, and Hartford, the Connecticut state capital. By failing to bring service to Hartford, the preferred alignment also fails to serve Bradley Airport, the busiest airport between New York and Boston.

This studio recognizes the inherent challenges of the Southern New England geography. Unlike the southern half of the Northeast Corridor, which developed relatively linearly between New York and Washington, DC, the New England geography resembles something more like a constellation. The economic, population, and urban centers are not serviceable with a single train route. Rather, the area demands a networked approach, with a well-place high-speed spine fed by several other high-performance commuter routes from secondary and tertiary cities. The existing proposal, however, pursues neither a true high-speed spine nor a network of high-functioning connector routes. By taking the route requiring the least new track, it misses serving the populations discussed above and fails to recognize the agglomeration potential of a truly networked economy.

Furthermore, although the *NEC Future Tier 1 Environmental Impact Statement* purports to set forth a vision for improved benefits for cities and communities, it does not provide strategies to fundamentally transform the region's struggling economy. While the greater Northeast megaregion may be the world's fifth-largest economy, the sub-geography of Southern New England is lagging behind. The *NEC Future* plan, as it stands now, considers economic benefits such as travel time savings and temporary job creation, but does not confront larger economic opportunities.

The 2016 studio's report, *Rebooting New England*, sets forth an alternative to the FRA's recent recommendations for investments in the New York-to-Boston section of the Northeast Rail Corridor. The present report's recommendations include a comprehensive proposal to transform the region's gridlocked mobility system, the foundation of which would be a world-class high-performance rail network. Building on this foundation the studio proposes a comprehensive economic development strategy for the region's older industrial cities with targeted investments in research institutions, job skills training, downtown revitalization and governance reforms. And

it proposes that a new federal-state partnership be established to coordinate these investments. As discussed below, the benefits of this plan would extend beyond the three Southern New England states of Massachusetts, Connecticut and Rhode Island, to include the rest of New England, Long Island and the New York metropolitan region --a region with a total population of 35 million.

The economic resurgence of New York and Boston over the past three decades has overshadowed the decline of Southern New England's mid-sized cities and metropolitan areas, which today represent the eastern edge of the Rust Belt that stretches from Providence and Worcester to Milwaukee. Southern New England, like the entirety of the Rust Belt, requires a recovery strategy to overcome decades of economic stagnation and population decline. Struggling mid-sized cities across Massachusetts, Connecticut, and Rhode Island reflect the recent misfortunes of a region that once gave birth to America's Industrial Revolution, and to the nation itself. Cities like Hartford, Bridgeport, Waterbury and New Haven in Connecticut; Worcester and Springfield in Massachusetts; and Providence in Rhode Island, along with many of their inner ring suburbs, share a similar story of chronic unemployment, low educational attainment, segregation, steep taxes, and economic underperformance. Legacy industrial cities elsewhere in the neighboring New England states of Vermont, New Hampshire and Maine also share their economic distress and population decline, and would benefit from the strategies proposed in this report.

The post-industrial decline of Southern New England's manufacturing economy may have facilitated its present circumstances, but the region's underfunded and poorly maintained transportation network has undermined its capacity for a comeback. While metropolitan New York and Boston's booming employment markets support the majority of Southern New England's high-income areas, new economic growth opportunities have generally bypassed the region's mid-sized cities. Congested highways and limited passenger rail options have effectively isolated places like Springfield, New Haven, and their peer cities from New York, Boston, and perhaps most importantly, each other.

The recent election of Donald Trump is a result in part of government priorities that have prolonged the despair of post-industrial communities and their citizens across the nation. This includes decades of government disinvestment in new transportation infrastructure - especially rail. Now more than six decades after the initiation of the interstate highway system, many of Southern New England's highways are gridlocked with traffic, impeding mobility and economic connections between cities and regions. The new administration's proposal to invest $1 trillion in infrastructure presents an opportunity to fund the type of regional-scale infrastructure projects that could underpin the revitalization of Southern New England.

However, precedents from other corners of the world suggest that rail investments alone cannot unilaterally transform a region. The North of England provides a particularly useful basis for comparison to Southern New England given their geographical similarities, a shared historical narrative surrounding post-industrial decline, and the recent British vote for Brexit, a referendum carried in large part by the North of England's struggling working class that parallels the election

of Donald Trump. This studio's proposals are heavily influenced by lessons learned during a 10-day charrette in Manchester, England, which opened a dialogue with powerful local and national political figures, economists, and transportation industry leaders.

In recent years, the U.K. Government has heavily invested in the "Northern Powerhouse" initiative, designed to transform the region's chronic economic underperformance. This includes provisions for new high-speed rail lines that will better connect the North of England's mid-sized cities both to London, the nation's strongest economy, and to each other. Unlike the prevailing U.S. model, the Northern Powerhouse frames the concept of regional economic transformation around the effective coordination of investments in infrastructure, research institutions, workforce training, governance reforms and other targeted economic development strategies. Realizing the need for this kind of comprehensive approach to transform a regional economy was among the most significant takeaways from the Manchester charrette.

The Northern Powerhouse initiative is based on the notion that the economy of the North of England should be more than the sum of its parts. It led to the creation of Transport for the North, a new regional transportation entity with the power to engage in strategic planning, economic development, and service delivery. It is also incentivizing creation of new "combined authorities" in which center cities and their suburbs are pooling responsibilities and resources for economic development, workforce training and other activities. By pooling ideas and capital, and therefore requiring cooperation between cities, the North of England's mid-sized cities are functioning more as a constellation than a disconnected assortment of metros focused only on local interests. This studio applies these concepts throughout *Rebuilding New England*'s transformational economic development strategy for Southern New England

Rebooting New England is a comprehensive proposal that integrates a bold rail plan with targeted economic development strategies. This plan is designed to transform Southern New England's struggling mid-sized metropolitan areas into a unified regional network that is well positioned to attract and retain talented people, incubate innovative industries, and compete globally for growth opportunities.

The backbone of *Rebooting New England*'s transportation component is a high-performance rail network that would provide multiple layers of mobility throughout the region. A new high-speed spine between New York and Boston via Long Island, Hartford, and Providence will reduce today's end-to-end travel times by more than 50%, and drastically improve service between these mid-sized size cities and the booming economies that bookend the route. This proposed route is similar in scale and cost to the California high-speed rail system, which is now under construction. It is, however, a far more robust proposal than the one advanced by the Federal Railroad Administration in its December 2016 NEC Future Environmental Impact Statement.

To better integrate New England's other cities – places like Worcester and Springfield in Massachusetts; Waterbury and New London in Connecticut; Manchester, New Hampshire; Brattleboro, Vermont; and Portland and Brunswick, Maine– the plan proposes adding or upgrading over 600 route miles of high-performance branch lines. The combined high-speed and high-performance lines will act as a powerful circulation system for a united New England.

To complement this rail plan, *Rebooting New England* features a detailed plan for strategic economic development. Broadly described, the four fundamental goals of this plan are as follows:

- Create a federal-state economic development partnership for New England that encourages co-operation and cost-sharing;
- Integrate labor and housing markets across the region to create new economic agglomerations needed to rebuild the region's economy and tax base;
- "Remagnetize" New England's bypassed urban centers to attract and retain the skilled workers; and
- Develop a large and highly-skilled work force to staff the region's emerging innovation economy.

By leveraging improvements in regional accessibility and mobility, this plan's economic development strategies will create a unified New England - New York region with the potential to become the world's largest innovation district, underpinned by its concentration of top-ranked research universities, teaching hospitals, and independent and corporate research centers. This will make the region an attractive destination for global thought leaders and talented millennials alike. Building the proposed New York-Boston HSR line across Long Island will also link the economies, labor pools, and housing markets of Southern New England, Long Island and greater New York for the first time, to the benefit of all of their 35 million residents. This region has a population and an economy comparable to California's. With implementation of this plan, the region could also expect to share the level of growth and prosperity that is expected on the West Coast.

California is now building a high-speed rail network similar in scope to the one proposed in this report --to be funded largely by the state's ambitious climate cap and trade program. Unfortunately, this region's seven states don't have the unified governance system that the Golden State has. Nor do New York and New England have a track record of collaborating to improve the larger region's economy or infrastructure. If these seven states did, however, decide to collaborate in pursuit of *Rebooting New England's* vision, the region's 14 United States Senators could have enormous potential to attract the federal attention and resources needed to implement this plan.

Ultimately, the success of this program will require a new and unprecedented level of cooperative leadership from state and federal officials as well as business and civic leaders across this important, historic, and imperiled region. If such partnerships succeed, it would ensure a bright and prosperous future for the region and its current and future citizens.

NEC FEIS Comments - RECORD #717 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Jessica Lynn
Last Name : Neubelt
Stakeholder Comments/Issues :

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January 30, 2017

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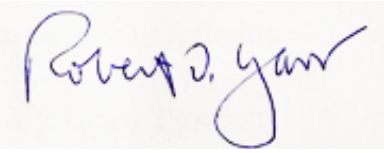

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Similarly, this proposal also leaves behind New England's Knowledge Corridor, which extends north from New Haven, Connecticut through Amherst, Massachusetts and continues into Vermont. The Knowledge Corridor's 41 institutions of higher education, 215,000 students, 64,000 businesses, one state capital, and 2.8 million people are relegated to vehicle trips and slow commuter rail service (Knowledge Corridor, June 2014). Instead of bringing the above residents and jobs centers into the catchment of high-performance passenger rail, the preferred alternative captures the same population of passengers who use Amtrak and commuter services today.

The FRA proposal fails to address several other challenges posed by the existing alignment, including serious capacity limitations along the New Haven line. As opposed to a Long Island route, which would free tracks for added Metro North commuter service between New York and New Haven, this plan proposes continuing the line's use for every level of passenger service. The proposed alignment also fails to create one-seat trips between New York, Boston, and Hartford, the Connecticut state capital. By failing to bring service to Hartford, the preferred alignment also fails to serve Bradley Airport, the busiest airport between New York and Boston.

This studio recognizes the inherent challenges of the Southern New England geography. Unlike the southern half of the Northeast Corridor, which developed relatively linearly between New York and Washington, DC, the New England geography resembles something more like a constellation. The economic, population, and urban centers are not serviceable with a single train route. Rather, the area demands a networked approach, with a well-place high-speed spine fed by several other high-performance commuter routes from secondary and tertiary cities. The existing proposal, however, pursues neither a true high-speed spine nor a network of high-functioning connector routes. By taking the route requiring the least new track, it misses serving the populations discussed above and fails to recognize the agglomeration potential of a truly networked economy.

Furthermore, although the *NEC Future Tier 1 Environmental Impact Statement* purports to set forth a vision for improved benefits for cities and communities, it does not provide strategies to fundamentally transform the region's struggling economy. While the greater Northeast megaregion may be the world's fifth-largest economy, the sub-geography of Southern New England is lagging behind. The *NEC Future* plan, as it stands now, considers economic benefits such as travel time savings and temporary job creation, but does not confront larger economic opportunities.

The 2016 studio's report, *Rebooting New England*, sets forth an alternative to the FRA's recent recommendations for investments in the New York-to-Boston section of the Northeast Rail Corridor. The present report's recommendations include a comprehensive proposal to transform the region's gridlocked mobility system, the foundation of which would be a world-class high-performance rail network. Building on this foundation the studio proposes a comprehensive economic development strategy for the region's older industrial cities with targeted investments in research institutions, job skills training, downtown revitalization and governance reforms. And

it proposes that a new federal-state partnership be established to coordinate these investments. As discussed below, the benefits of this plan would extend beyond the three Southern New England states of Massachusetts, Connecticut and Rhode Island, to include the rest of New England, Long Island and the New York metropolitan region --a region with a total population of 35 million.

The economic resurgence of New York and Boston over the past three decades has overshadowed the decline of Southern New England's mid-sized cities and metropolitan areas, which today represent the eastern edge of the Rust Belt that stretches from Providence and Worcester to Milwaukee. Southern New England, like the entirety of the Rust Belt, requires a recovery strategy to overcome decades of economic stagnation and population decline. Struggling mid-sized cities across Massachusetts, Connecticut, and Rhode Island reflect the recent misfortunes of a region that once gave birth to America's Industrial Revolution, and to the nation itself. Cities like Hartford, Bridgeport, Waterbury and New Haven in Connecticut; Worcester and Springfield in Massachusetts; and Providence in Rhode Island, along with many of their inner ring suburbs, share a similar story of chronic unemployment, low educational attainment, segregation, steep taxes, and economic underperformance. Legacy industrial cities elsewhere in the neighboring New England states of Vermont, New Hampshire and Maine also share their economic distress and population decline, and would benefit from the strategies proposed in this report.

The post-industrial decline of Southern New England's manufacturing economy may have facilitated its present circumstances, but the region's underfunded and poorly maintained transportation network has undermined its capacity for a comeback. While metropolitan New York and Boston's booming employment markets support the majority of Southern New England's high-income areas, new economic growth opportunities have generally bypassed the region's mid-sized cities. Congested highways and limited passenger rail options have effectively isolated places like Springfield, New Haven, and their peer cities from New York, Boston, and perhaps most importantly, each other.

The recent election of Donald Trump is a result in part of government priorities that have prolonged the despair of post-industrial communities and their citizens across the nation. This includes decades of government disinvestment in new transportation infrastructure - especially rail. Now more than six decades after the initiation of the interstate highway system, many of Southern New England's highways are gridlocked with traffic, impeding mobility and economic connections between cities and regions. The new administration's proposal to invest $1 trillion in infrastructure presents an opportunity to fund the type of regional-scale infrastructure projects that could underpin the revitalization of Southern New England.

However, precedents from other corners of the world suggest that rail investments alone cannot unilaterally transform a region. The North of England provides a particularly useful basis for comparison to Southern New England given their geographical similarities, a shared historical narrative surrounding post-industrial decline, and the recent British vote for Brexit, a referendum carried in large part by the North of England's struggling working class that parallels the election

of Donald Trump. This studio's proposals are heavily influenced by lessons learned during a 10-day charrette in Manchester, England, which opened a dialogue with powerful local and national political figures, economists, and transportation industry leaders.

In recent years, the U.K. Government has heavily invested in the "Northern Powerhouse" initiative, designed to transform the region's chronic economic underperformance. This includes provisions for new high-speed rail lines that will better connect the North of England's mid-sized cities both to London, the nation's strongest economy, and to each other. Unlike the prevailing U.S. model, the Northern Powerhouse frames the concept of regional economic transformation around the effective coordination of investments in infrastructure, research institutions, workforce training, governance reforms and other targeted economic development strategies. Realizing the need for this kind of comprehensive approach to transform a regional economy was among the most significant takeaways from the Manchester charrette.

The Northern Powerhouse initiative is based on the notion that the economy of the North of England should be more than the sum of its parts. It led to the creation of Transport for the North, a new regional transportation entity with the power to engage in strategic planning, economic development, and service delivery. It is also incentivizing creation of new "combined authorities" in which center cities and their suburbs are pooling responsibilities and resources for economic development, workforce training and other activities. By pooling ideas and capital, and therefore requiring cooperation between cities, the North of England's mid-sized cities are functioning more as a constellation than a disconnected assortment of metros focused only on local interests. This studio applies these concepts throughout *Rebuilding New England*'s transformational economic development strategy for Southern New England

Rebooting New England is a comprehensive proposal that integrates a bold rail plan with targeted economic development strategies. This plan is designed to transform Southern New England's struggling mid-sized metropolitan areas into a unified regional network that is well positioned to attract and retain talented people, incubate innovative industries, and compete globally for growth opportunities.

The backbone of *Rebooting New England*'s transportation component is a high-performance rail network that would provide multiple layers of mobility throughout the region. A new high-speed spine between New York and Boston via Long Island, Hartford, and Providence will reduce today's end-to-end travel times by more than 50%, and drastically improve service between these mid-sized size cities and the booming economies that bookend the route. This proposed route is similar in scale and cost to the California high-speed rail system, which is now under construction. It is, however, a far more robust proposal than the one advanced by the Federal Railroad Administration in its December 2016 NEC Future Environmental Impact Statement.

To better integrate New England's other cities – places like Worcester and Springfield in Massachusetts; Waterbury and New London in Connecticut; Manchester, New Hampshire; Brattleboro, Vermont; and Portland and Brunswick, Maine– the plan proposes adding or upgrading over 600 route miles of high-performance branch lines. The combined high-speed and high-performance lines will act as a powerful circulation system for a united New England.

To complement this rail plan, *Rebooting New England* features a detailed plan for strategic economic development. Broadly described, the four fundamental goals of this plan are as follows:

- Create a federal-state economic development partnership for New England that encourages co-operation and cost-sharing;
- Integrate labor and housing markets across the region to create new economic agglomerations needed to rebuild the region's economy and tax base;
- "Remagnetize" New England's bypassed urban centers to attract and retain the skilled workers; and
- Develop a large and highly-skilled work force to staff the region's emerging innovation economy.

By leveraging improvements in regional accessibility and mobility, this plan's economic development strategies will create a unified New England - New York region with the potential to become the world's largest innovation district, underpinned by its concentration of top-ranked research universities, teaching hospitals, and independent and corporate research centers. This will make the region an attractive destination for global thought leaders and talented millennials alike. Building the proposed New York-Boston HSR line across Long Island will also link the economies, labor pools, and housing markets of Southern New England, Long Island and greater New York for the first time, to the benefit of all of their 35 million residents. This region has a population and an economy comparable to California's. With implementation of this plan, the region could also expect to share the level of growth and prosperity that is expected on the West Coast.

California is now building a high-speed rail network similar in scope to the one proposed in this report --to be funded largely by the state's ambitious climate cap and trade program. Unfortunately, this region's seven states don't have the unified governance system that the Golden State has. Nor do New York and New England have a track record of collaborating to improve the larger region's economy or infrastructure. If these seven states did, however, decide to collaborate in pursuit of *Rebooting New England's* vision, the region's 14 United States Senators could have enormous potential to attract the federal attention and resources needed to implement this plan.

Ultimately, the success of this program will require a new and unprecedented level of cooperative leadership from state and federal officials as well as business and civic leaders across this important, historic, and imperiled region. If such partnerships succeed, it would ensure a bright and prosperous future for the region and its current and future citizens.

NEC FEIS Comments - RECORD #718 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Adeline
Last Name : Mitchell
Stakeholder Comments/Issues :

My name is Adeline Mitchell and I live on [redacted]. in Providence RI 02909. I'm writing to say that I firmly object to the NEC Future track straightening project, which I understand will cut through dozens of Narragansett tribal lands and sacred sites, as well as damage and destroy forests and wetlands that could help RI weather climate change. The Narragansett people have been brutally colonized over hundreds of decades of American history, and we owe it to them to stop decimating their land, history and culture immediately like we've done so wantonly in the past. Moreover we need to make reparations to the community as soon as possible. I'm terrified by the lack of regard people seem to have for our natural environment and the people who have historically worked in tandem and kindness and love with it's ecosystem.

Thank you.

NEC FEIS Comments - RECORD #719 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Harvey
Last Name : Perry
Stakeholder Comments/Issues :

I am opposed to the current plan to straighten the railroad line between Kenyon, RI and Old Saybrook, CT for the following reasons:

1) I raised millions of dollars of State funds and charitable donations to permanently protect 700 acres along the Pawcatuck River. The proposed line would pass through near the middle of this land. Its environmental and recreational values would be devastated.

2) The proposed route would impact the sole source aquifer that provides essential drinking water for the Town of Westerly, Rhode Island and part of Stonington, CT.

3) The proposed route would have a devastating impact to areas along the Pawcatuck River, which is slated for Wild and Scenic River designation.

4) The proposal does not accomplish its purpose of expediting rail traffic between Boston and New York City. It is a “half measure”, which will eventually be replaced by a straight-line rail system between those two cities. Such a line will follow highways as much as possible, and be elevated where necessary. The existing railroad line is needed for commuter rail services for the region.

5) Other countries in Europe and Asia are able to have high-technology high-speed rail systems. As the wealthiest country on Earth, America can have the same if it makes it a priority.

NEC FEIS Comments - RECORD #720 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Mary
Last Name : Lou Gentz
Stakeholder Comments/Issues :

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

Dear Ms. Reyes-Alicea:

I ask that you delete from your Tier I Plan the “Old Saybrook to Kenyon Bypass” prior to the Record of Decision. Much has been written about less than forthcoming notification in a twelve page brochure that simply mentions “Southeastern Connecticut and Southwestern Rhode Island” in small font without naming specific towns. The notification, including the map that does show a line through Westerly and Charlestown in the detail, fails to meet the spirit of the law and skirts the letter of the law by obfuscating the plan with the “representative line,” a decided oxymoron such as an alternative fact.

More has been written about the horrendous impact on the environment, the water supply, tribal lands, historical and cultural sites, open space, family farms, and individual homeowners. At the Charlestown Elementary School on January 10, 2017, residents questioned the calculations about how much time would be saved by the planned bypass and suggested that the plan may even result in a net loss of time.

Spending taxpayer dollars without a solid cost benefit analysis is reprehensible and should be abandoned. Leaving the “Old Saybrook to Kenyon” bypass in the plan for Tier II will result in legal fees and unanticipated costs for the taxpayers.

Yes, I do take the train to Washington, New York, and Boston and value improvements to the transportation system in general. This bypass, however, has to go. Now.

Very truly yours,
Mary Lou Gentz
Mary Lou Carter Gentz
[redacted]
Charlestown, RI 02813
[redacted]

NEC FEIS Comments - RECORD #721 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Joyce
Last Name : Zoldak
Stakeholder Comments/Issues :

Dear Sir or Madam:

As homeowners in Rhode Island, please accept our opposition to the Kenyon Old Saybrook Bypass. Also, we request that the deadline for commenting be extended for 60 days. I learned of this on January 24, 2017, from the president of our homeowners association. It is essential that the citizens have more time to investigate this matter and become informed on it so that we can make wise decisions that will impact our lives and those of future generations.

>From the information that we have reviewed, the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. Also, there appears to be increasing evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

The Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017. This extension is the public interest and there is precedent for doing so. Such an extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

We respectfully request that the Federal Railroad Administration consider the citizens's requests for a 60-day extension and to eliminate the Kenyon Old Saybrook Bypass from the Northeast Corridor future planning.

Sincerely,

Joyce and John Zoldak

[redacted]

Charlestown, RI

NEC FEIS Comments - RECORD #722 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Karen
Last Name : Anderson
Stakeholder Comments/Issues :

Drop the Kenyon to Old Saybrook Bypass but we support the trains in their existing right of ways.

PLEASE, Please drop this concept as it hurts too many landowners, water sources, Tribal Lands and farms!

Thank you.

Karen Anderson
Charlestown, RI

NEC FEIS Comments - RECORD #723 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Denise
Last Name : Mc
Stakeholder Comments/Issues :

The NEC Future is no future for Central and Western Massachusetts without fast, frequent passenger rail service between Boston and Palmer/Springfield.

In the future we need more than the Lake Shore Limited, once a day, crossing Massachusetts east to west.

Thank You
Denise McQuiston
Palmer Resident

Gmail [redacted]

Website Contact Form Submission

Bobbi Lahah <[redacted]> Tue, Jan 31, 2017 at 9:53 AM
Reply-To: "[redacted]" <[redacted]>
To: [redacted]

Dear Ms. Chao,
My name is Bobbi Lahah, a resident of Pawcatuck, CT, and I am writing to you in advance of your anticipated confirmation as Secretary of the U.S, Department of Transportation in opposition to the Old Saybrook, CT to Kenyon, RI Bypass that is considered in the Preferred Alternative of the FRA NEC Future high speed rail project.
The new segment of bypass has the potential to devastate Southeastern Connecticut and Western Rhode Island. The bypass will intersect historic sites and landmarks, businesses, residences, family farms, Narragansett Tribal land, Nature Conservancy, local land trusts, and tourist attractions. Mystic Aquarium, Mystic Village, and Elmridge Golf Course are a few to be named. This region depends on tourism and small businesses as the prime economic driver which provides jobs, services, and a diversified tax base. The bypass will cause a huge socioeconomic disaster for Southeastern Connecticut and Western Rhode Island.
Environmentally, the Tier 1 Final EIS states that the new segment (bypass) "intersects waterbodies with special water quality considerations, encounters the Pawcatuck River Aquifer sole source aquifer, and also crosses the Niantic, Mystic, and Pawcatuck Rivers, and Groton and Mystic Reservoirs". This new segment will have a critical effect on drinking water, specifically in Pawcatuck, CT and Westerly, RI. Also in the Tier 1 Final EIS, it explains how the new segment of bypass will have the highest impact on prime timberland (415 acres) and the majority of impacts to prime farmland in New London and Washington Counties. It goes in detail how New London County will have one of the greatest changes in noise exposure and vibration some of which can be considered so severe it can have "indirect effects on parklands, ecological resources including ecologically sensitive habitats, threatened and endangered species, and essential fish habitat and cultural resources".
The Old Saybrook to Kenyon bypass will have a huge negative effect on property values. If the Preferred Alternative including the bypass gets a publication of Record of Decision, those properties on or near the rail line will see a decrease in property value almost immediately. Home values will depreciate regardless of when and if the new rail segment gets built because it's now a "Record of Decision" which is legally binding. When property values go down that means less tax money for services so either taxes will go up or services will decrease. On a personal note, my husband will retire in 4 years after 34 years of military service. It is now a concern that out property value will drop so low it could financially ruin us when we go to sell for retirement.
The Preferred Alternative with the Old Saybrook to Kenyon Bypass seems to be trading Southeastern Connecticut and Western Rhode Island's economic and environmental sustainability and growth for a few minutes off of commuter time to benefit those that live in NYC and Boston at the expense of 120 billion dollars. The FRA needs to upgrade and improve our current rail system which will have minimal impact on our residents, businesses, environment, and our history. The Old Saybrook to Kenyon Bypass needs to be removed completely from the plan and before the published Record of Decision.
Thank you for your time.
Sincerely,
Bobbi Lahah

NEC FEIS Comments - RECORD #725 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Karen
Last Name : Anderson
Stakeholder Comments/Issues :

PLEASE, please drop this horrible by-pass concept. Too many landowners will be harmed - also- water sources, historic farms and Tribal Lands!

Thank you,
Karen Anderson
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #726 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Susan
Last Name : Zirlen
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA. The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,
Suan Zirlen
Old Lyme,CT

NEC FEIS Comments - RECORD #727 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Robin
Last Name : Breeding
Stakeholder Comments/Issues :

Dear Sir or Madam,
Could you clarify the exact deadline for the waiting period/comment period for NEC Future. It was set to end on January 31, 2017, but Senator Reed from Rhode Island publicly announced that he was granted an extension. It is essential that we know the LAST possible date to enter comment, and the distinction between comments made during the waiting period, apparently still ending January 31st , and comments made prior to the ROD at or after March 1st. We have sought clarification repeatedly from FRA to no effect.

https://www.reed.senate.gov/news/releases/reed-deadline-extended-for-public-comment-on-fras-nec-future-rail-proposal

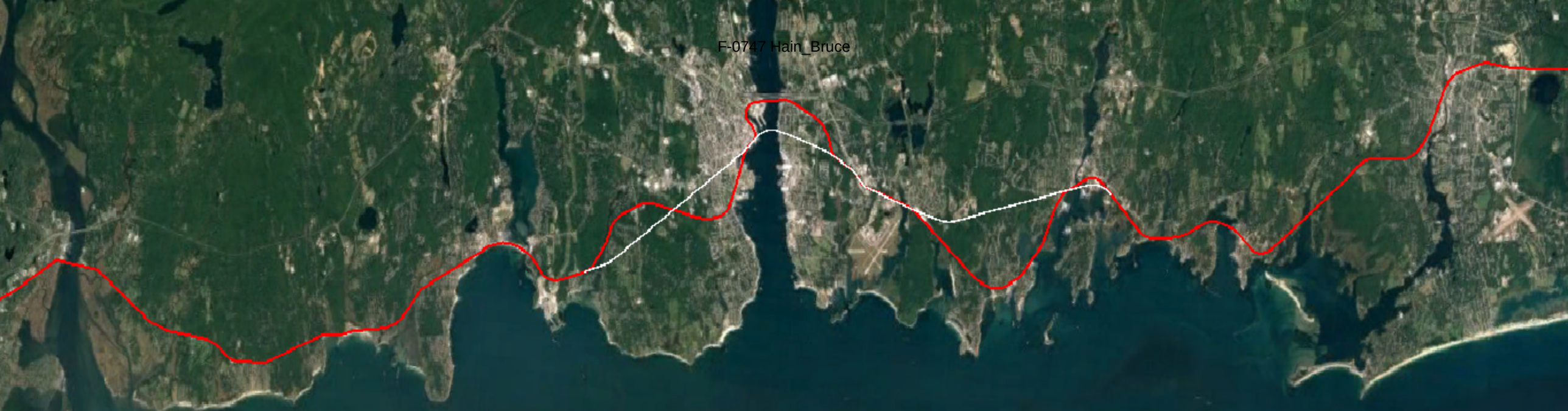
"The public comment period was scheduled to end January 31, 2017. At Senator Reed's request, the deadline for public comment will be extended at least several weeks so further input may be analyzed."
And this from the NEC website

[redacted]

Thankyou,
Robin Breeding

NEC FEIS Comments - RECORD #728 DETAIL

Status :	[redacted]
Record Date :	1/31/2017
First Name :	bruce
Last Name :	hain
Stakeholder Comments/Issues :	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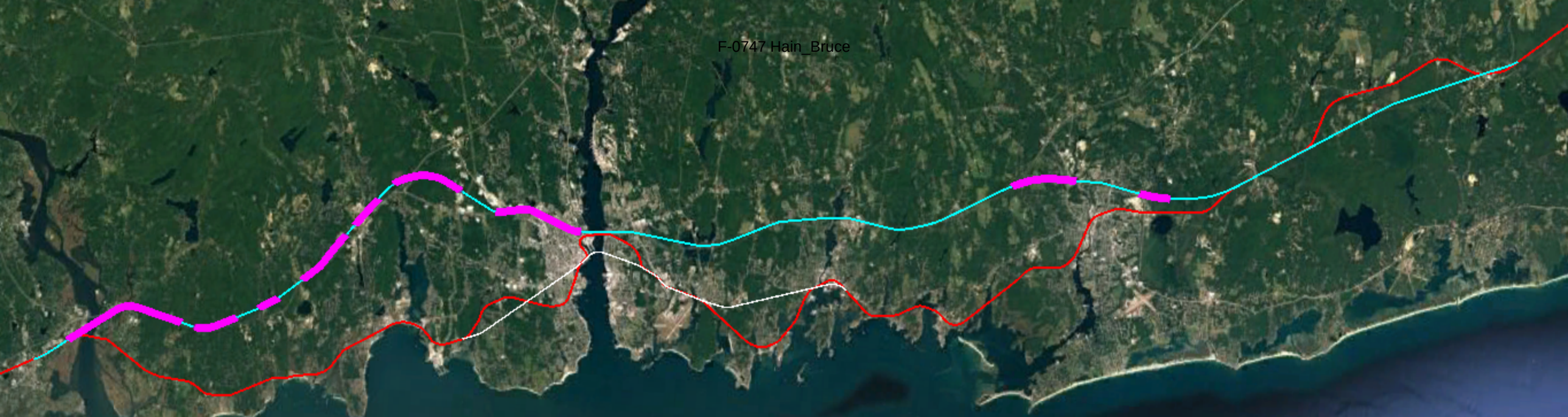
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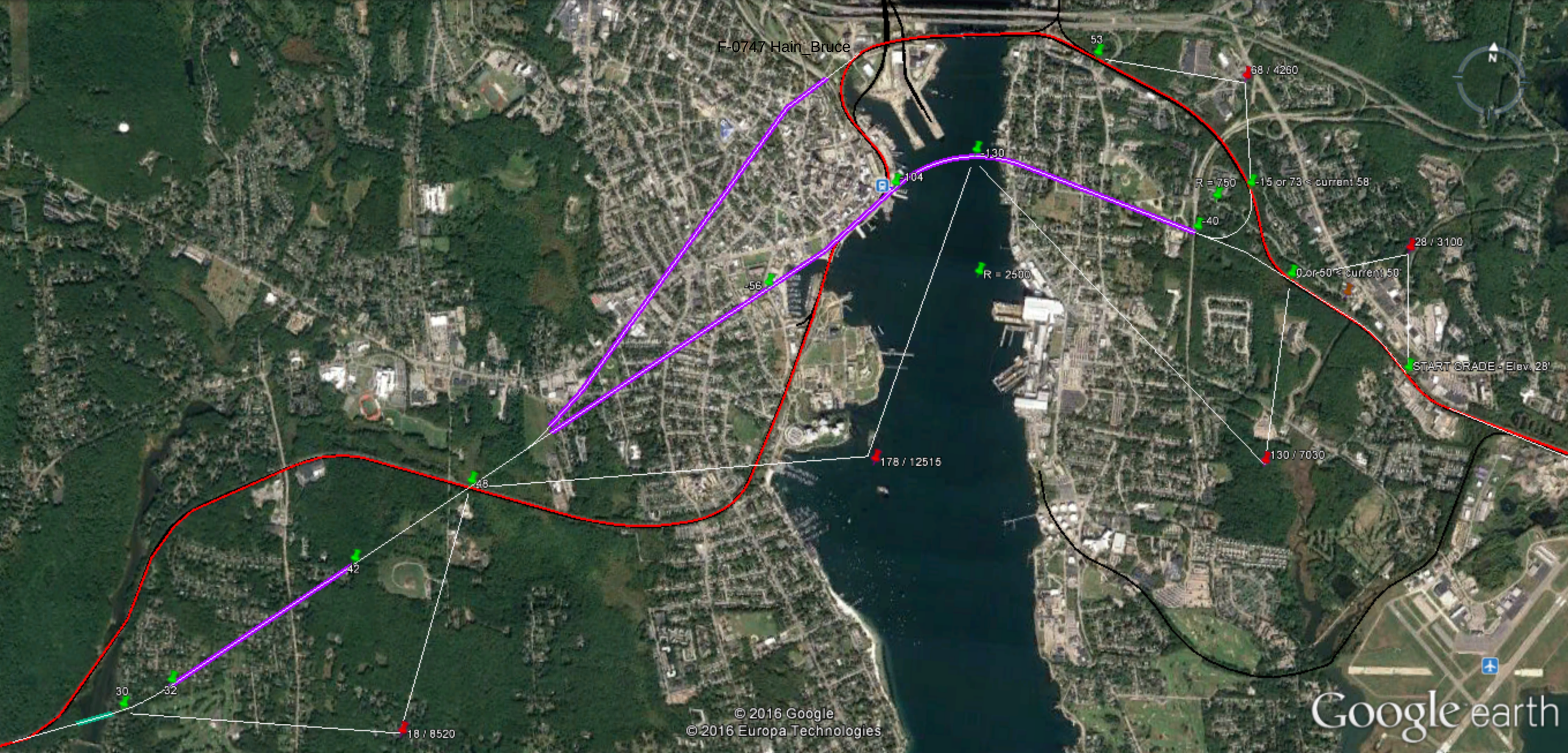
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-40
28 / 3100
R = 2500
0 or 50 < current 50
-58
START GRADE - Elev. 28'
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130 / 7030
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42
30
32
18 / 8520
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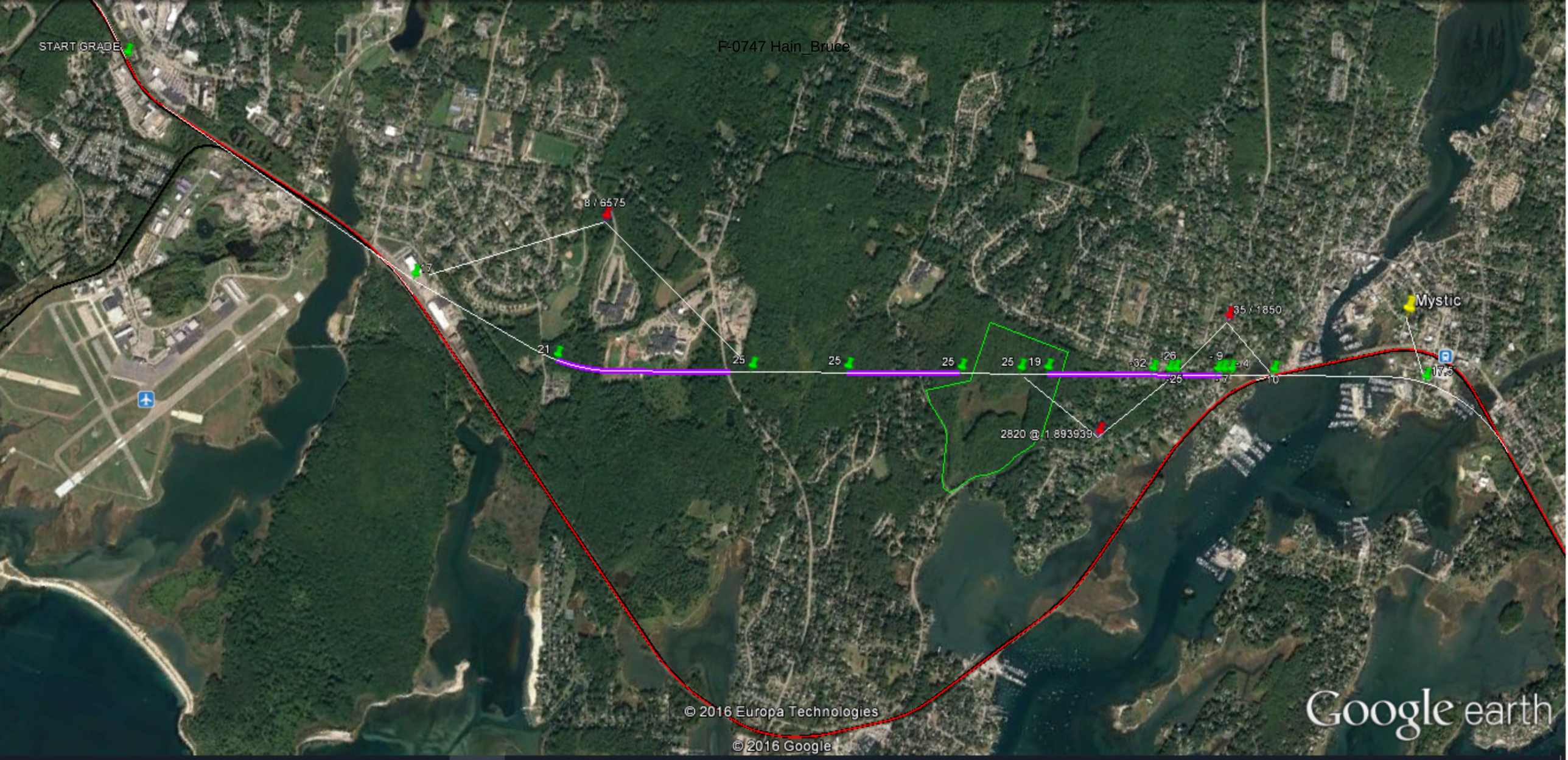
Google earth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Mystic
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Providence
Hartford
Connecticut
Rhode Island
New Haven
Fishers Island
Fishers Island Ridge
Fishers Island Furrow
Block Island
Rhode Island Shelf
Gardiners Island
Block Island Ridge
Long Island Sound
Stamford
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
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Image Landsat / Copernicus
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BLATCHLEY AVE.
NEW HAVEN
QUINNIPIAC
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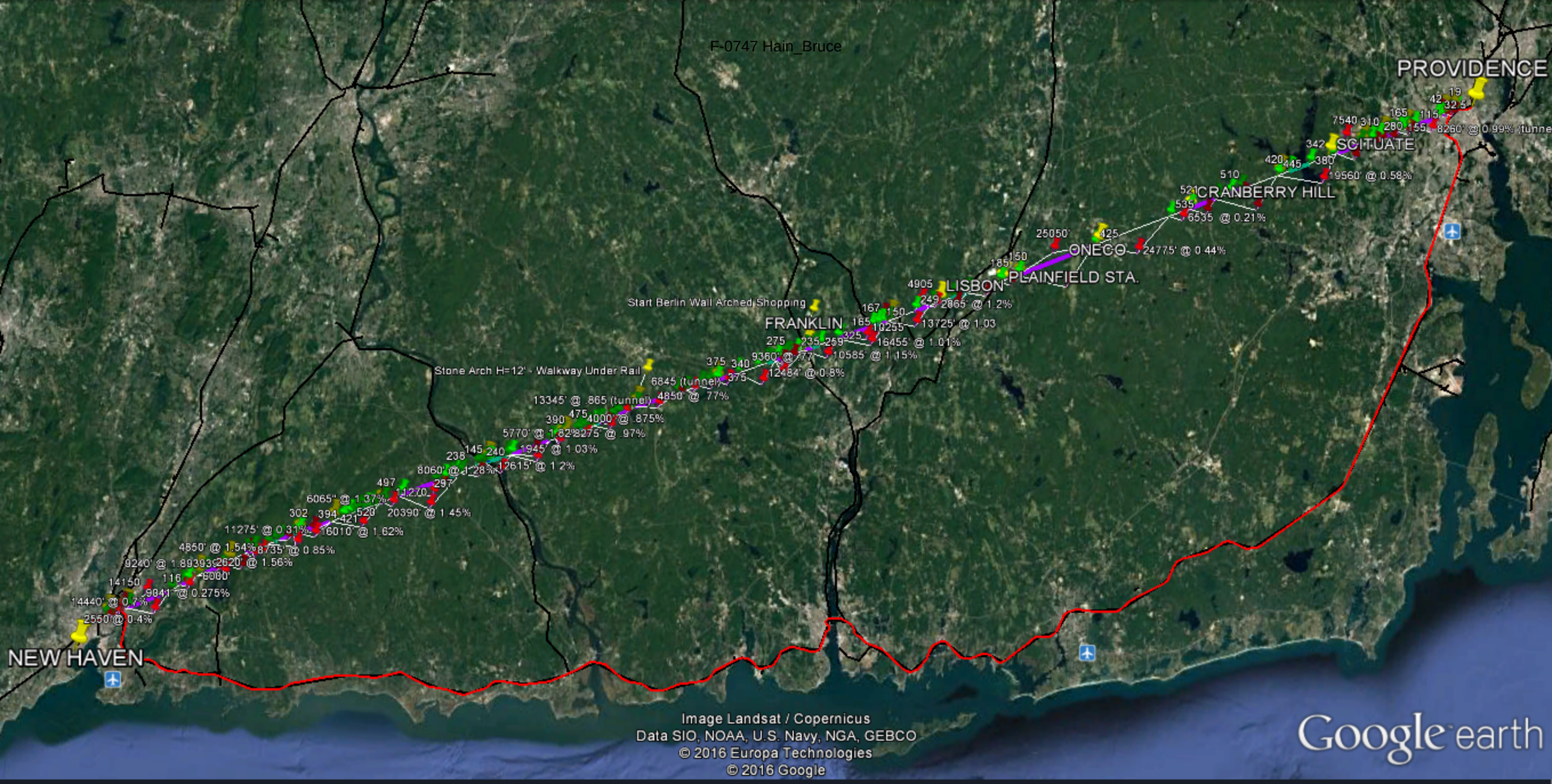
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SCITUATE
CRANBERRY HILL
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PLAINFIELD STA.
LISBON
FRANKLIN
Start Berlin Wall Arched Shopping
Stone Arch H=12' - Walkway Under Rail
NEW HAVEN
Image Landsat / Copernicus
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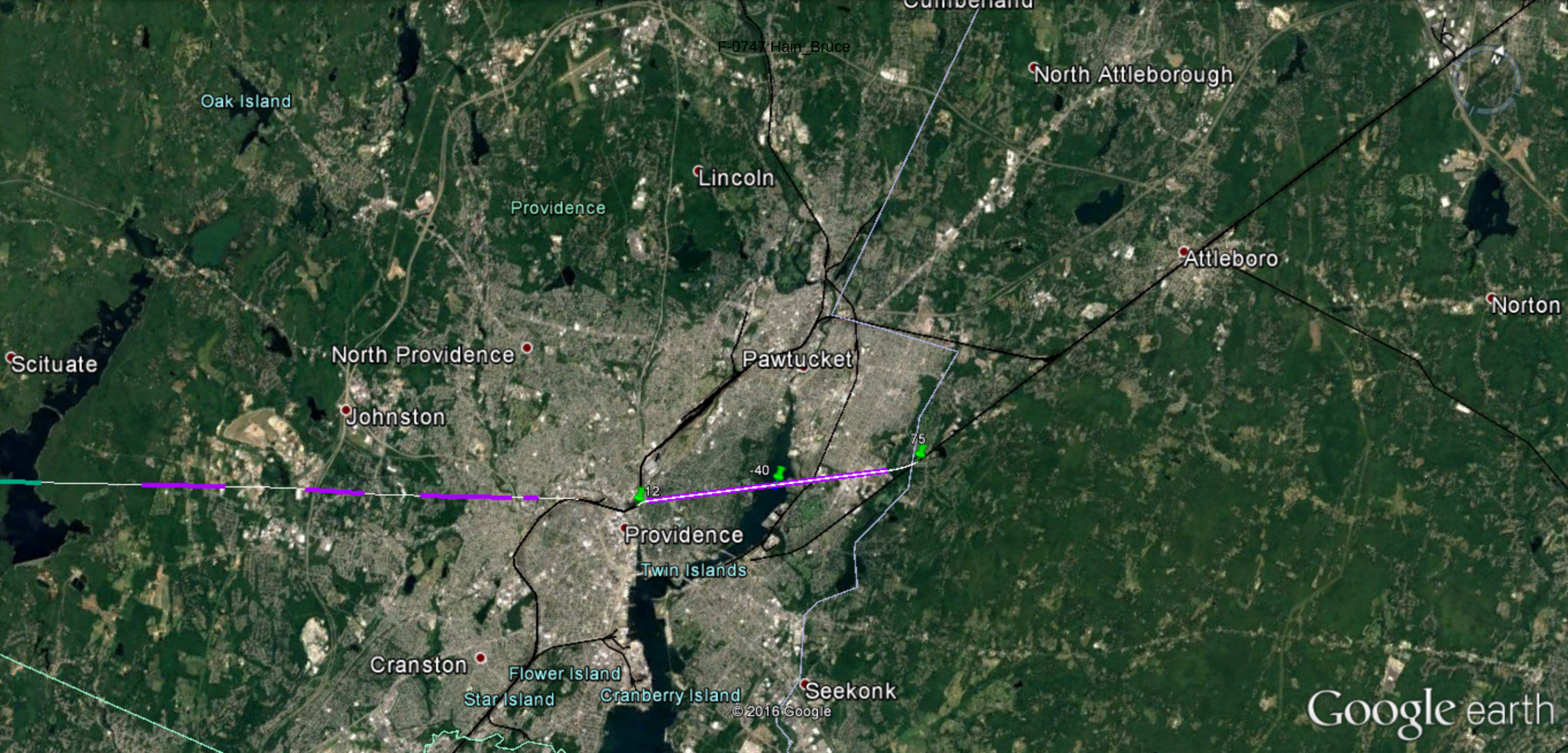
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Oak Island
Lincoln
Providence
Attleboro
Norton
Scituate
North Providence
Pawtucket
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Star Island
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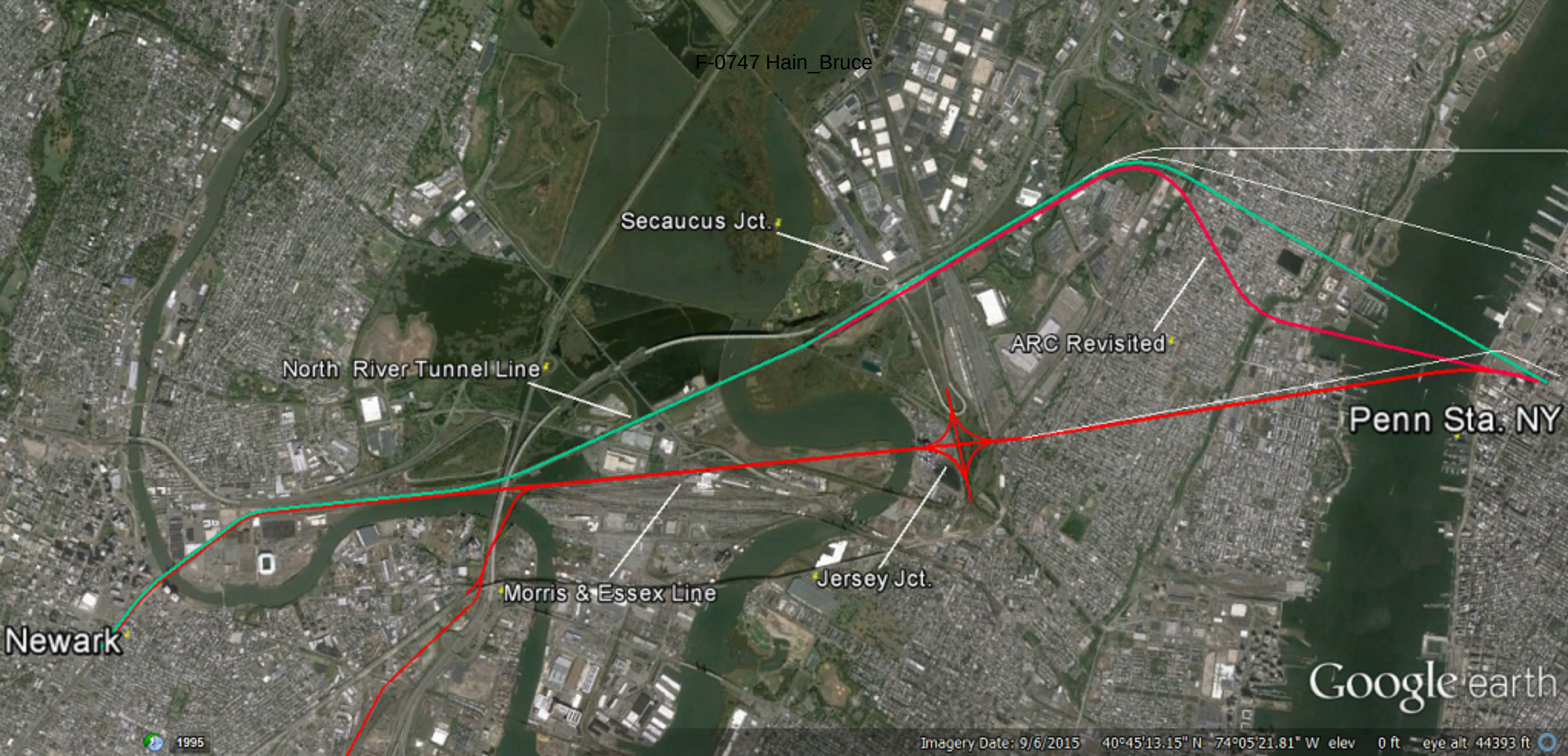
Seekonk
© 2016 Google
Google earth


F-0747 Hain_Bruce
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ARC Revisited
North River Tunnel Line
Penn Sta. NY
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Newark
Google earth
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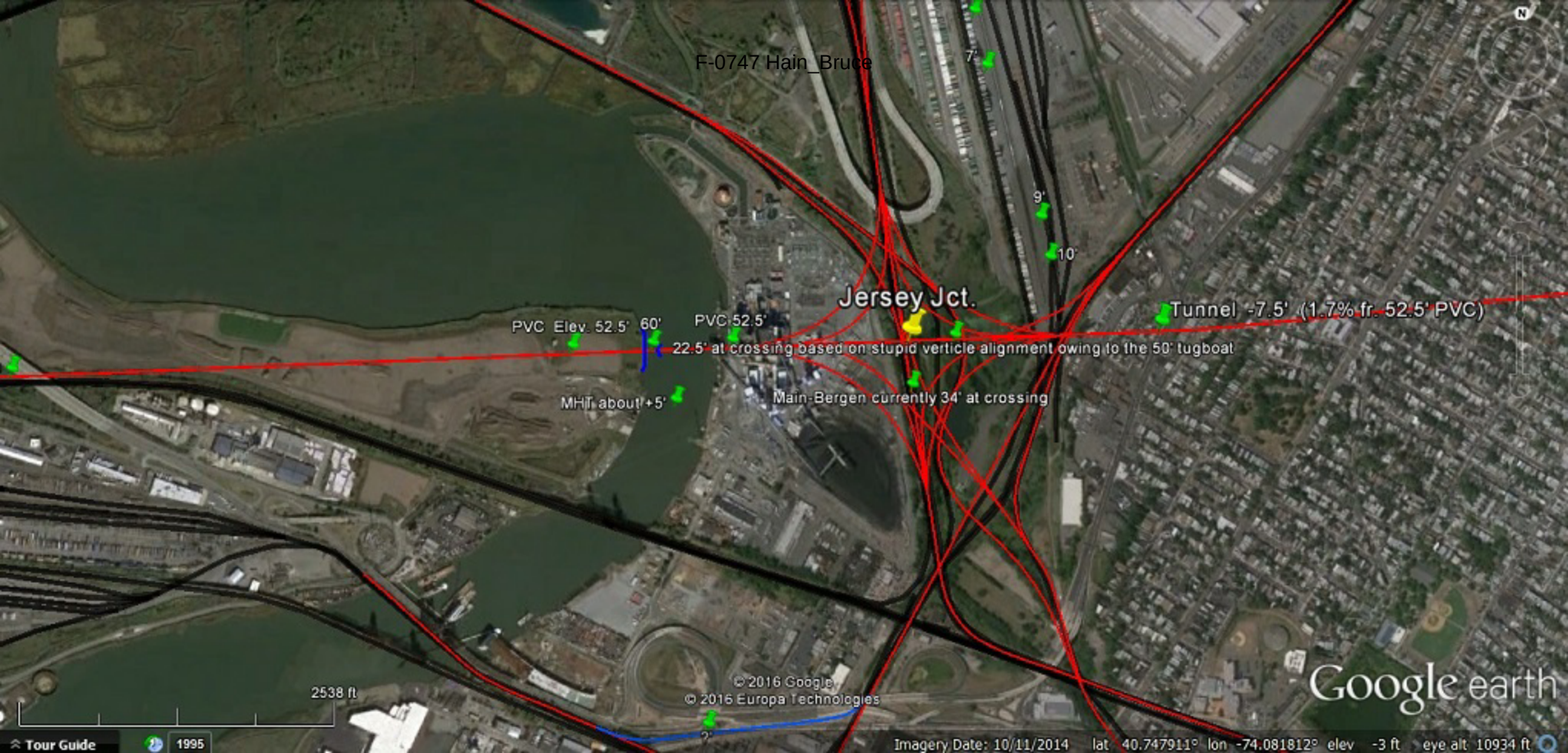
F-0747 Hain_Bruce
7'
9'
10'
Jersey Jct.
Tunnel -7.5' (1.7% fr. 52.5' PVC)
PVC Elev. 52.5' 60'
PVC 52.5'
22.5' at crossing based on stupid verticle alignment owing to the 50' tugboat
MHT about +5'
Main-Bergen currently 34' at crossing
2538 ft
© 2016 Google
© 2016 Europa Technologies
Google earth
Tour Guide
1995
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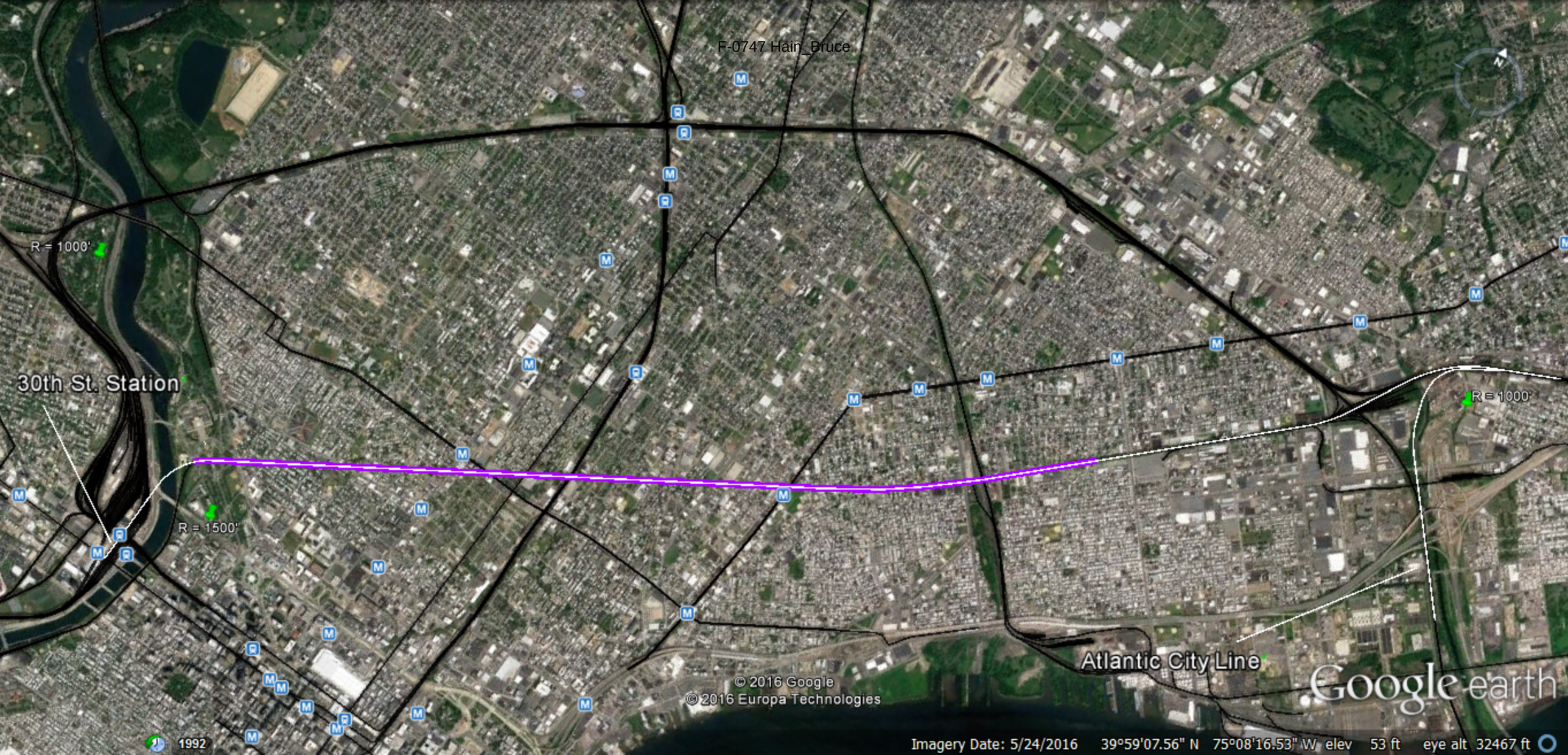
F-0747 Hain_Bruce
R = 1000'
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Atlantic City Line
© 2016 Google
© 2016 Europa Technologies
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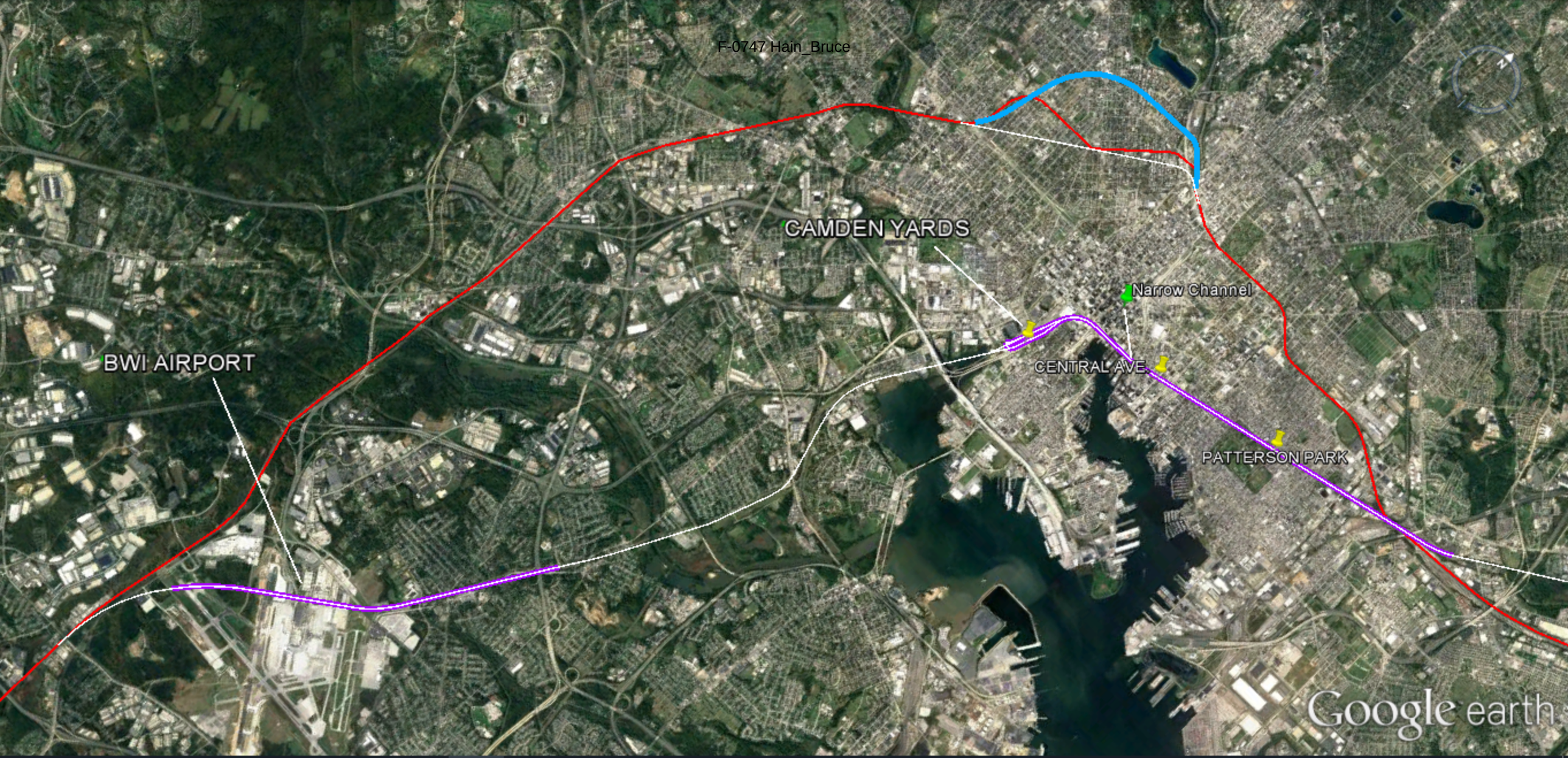
1992
Imagery Date: 5/24/2016 39°59'07.56" N 75°08'16.53" W elev 53 ft eye alt 32467 ft


F-0747 Hain_Bruce
CAMDEN YARDS
Narrow Channel
BWI AIRPORT
CENTRAL AVE
PATTERSON PARK
Google earth

NEC FEIS Comments - RECORD #729 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : bruce
Last Name : hain
Stakeholder Comments/Issues :

?*CONNECTICUT SHORTCUT*

The Connecticut Shortcut is envisioned as a mixed use continuous-two-track line connecting New Haven and Providence that is 87 miles long from station to station of which 84 miles would be new construction. There are thirty tunnels totaling 34.2 miles. The longest tunnel is 4.75 miles, located east of the Plainfield station. The highest point on the line is located 850 feet east of the station at Hopeman, at 605'. The lowest point is in New Haven where the line runs for about two thousand feet at an elevation of 5'. The steepest grade is 100' per mile (1.8939393939...%) encountered three times. Twenty-five passenger stations are envisioned between New Haven and Providence, with possibly two express stops initially.

To read the entire description, and download a file to view the Connecticut Shortcut in Google Earth with its elevations and measurements, follow the link:

https://www.facebook.com/notes/bruce-hain/connecticut-shortcut/1449145275116207

Discussion of the Google Earth elevations feature follows here:

Elevations are taken from the Google Earth satellite-derived figures which, in at least one instance, have been found more accurate, as to relative local heights in one area, than the U.S. Geological Survey. Discovery of one such inconsistency has enabled a more sparing use of tunnels and an additional station in Providence - proven out by sighting landmarks in Google Street View available within the Google Earth mapping interface. In Google Earth the elevations shown when hovering the mouse at a given point are always consistent, however the elevation profiles generated by Google Earth are not, having sometimes a lateral error skewed by as much as 400' - in addition to inaccuracies of height independent of the lateral skew. There is some consistency in these errors though, and while GE elevation profiles can never be relied on for getting an elevation, with some fiddling they are indispensable for comprehending the shape of things. Whereas Google Earth and the USGS often agree in other locations they are not frequently together along the route of the contemplated line in Connecticut and Rhode Island. In the interest of consistency - and enabling

the above mentioned Providence plan as proven out in Google Street View - I have used the Google elevations throughout.

But this does not necessarily apply where the two mapping systems are more in agreement.

?*SEEKONK RIVER TUNNEL, PROVIDENCE*

The 4.1-mile Seekonk River Tunnel would insure smooth operations at Providence Union Station in future decades. It would also provide a more direct route to Boston for high speed passenger service.

2. NEW YORK

?HUDSON TUNNEL PROJECT vs. THE CORRECT ALTERNATIVE
The Penn Station Line would be an extension of the Morris & Essex Line. Continuing east on a tangent where the M&E Line turns south before crossing the Lower Hackensack Bridge, the extension would proceed over a new bridge and through a station with four-way grade-separated interchange, then enter a tunnel directly east of the station leading to Manhattan. In this way the two rail hubs in Manhattan would ultimately have a dedicated station in the Meadowlands providing full connectivity for each: Lautenberg Station, allowing transfer within the station, and Jersey Junction, providing seamless four-way connectivity, with local transit service and parking for Jersey City passengers.

The new line would save four fifths of a mile versus the existing one and more than a mile versus the current Hudson tunnel plan - which doubles back on itself at an acute angle in New Jersey, then has to unwind by way of a reverse curve in the tunnel. (The above drawing is quite flattering versus the Hudson Tunnel Project's actual profile. A more realistic depiction is forthcoming.)

The tunnel envisioned here would be of the two-track single tube variety,

allowing nighttime double-stack freight to use a center track straddling the other two. In Manhattan, freight would be processed at an intermodal recycling and transfer facility located along a new, 4-track "West Side Line". Passengers as well as freight would benefit from the tunnel and West Side Line combination, most immediately as a Penn Station alternate in partially-built form, having two four-track stations, at 14th and 23rd Streets - thereby avoiding the necessity of keeping the existing tunnels working full tilt through years of construction and, for a time, of acquiring a large swath of Midtown Manhattan with potential for contentious property issues.

The advantages of the Trans-Hudson/West Side Line configuration are manifold. In the absence of future Jersey-to-Atlantic Avenue service or extension via Brooklyn to Staten Island and Bayonne, an end-point-terminus opposite the World Financial Center, combined with a fully realized West Side Line, would do much to take the strain off Penn Station and the existing north-south transit facilities - with custom tailored trips offering up to six options on the Manhattan side. West Street, opposite and south of the World Financial Center, offers a rare opening for addition of substantial terminal trackage with a strictly limited price in terms of displacements. An end-point-terminus and nascent second-rank Manhattan hub at this location would lend itself well to several supra-regional schemes, including express service to Albany if only they had a train station. But commuter service, both in New Jersey and along the Hudson - including its growing intractable ramifications in Midtown - would stand to benefit greatly in terms of *direct access*, *travel times*, *convenience* and *capacity*.

JERSEY JUNCTION?

The Jersey Junction configuration provides seamless one-seat connection to all commuter rail lines existing or contemplated in New Jersey, plus access to Jersey City and Lower Manhattan by way of the Bergen Arches, and the Hoboken Ferry Terminal and Lackawanna Station, with its extensive storage and station trackage. Thus it must be considered as *the* *essential* *"* *given**"* in contemplating any future-oriented scheme for commuter rail in the New York-New Jersey Region - though it would not be necessary to build the whole station/interchange concurrently as a single grand project: a lot of it already exists. Nor is necessary to remove the entire coal-fired Hudson Generating Plant in order to arrange a right-of-way through the property, although there are those who might consider this a good idea. But a plan to make PSE&G whole while introducing modernized generating facilities in a slightly altered configuration is hardly unimaginable.

The track layout at Jersey Junction strongly suggests the shape of an iconic, partially open-air station building about 1000' across. Jersey Junction would obviate the awkward "West Side Wye and Loop" agglomeration planned in Secaucus with it's circuitous, steep grades and dicey low-speed/high-speed timing issues resulting in travel times probably longer than just walking within the station to make a transfer. And (much discussed in terms of how to do it) the Wye-and-Loop does not give access to the West Shore Line, but Jersey Junction does.

For more on the manifold issues of the Hudson Tunnel and Gateway projects as against a suitable plan, please see: RAIL-NYC-ACCESS.COM

3. PENNSYLVANIA

PHILLY SHORTCUT?

It's possible that the twenty-some-mile dual-bore "30th Street Station Bypass" proposed in NEC Future documents is a bit much - especially so considering that Philadelphia International is about the only airport in the U.S. with a decent rail connection already in place.

The Philly Shortcut described herein is two miles shorter (5.8 versus 7.8) than the existing line, and has just one big curve, located right next to 30th Street Station. The tunnel is 4.1 miles long and the topography fortuitous. The curve at 30th Street is designed, tentatively, to allow the special track work for the station to kick off near the end of the tunnel, propagating as it crosses the bridge - making for a more interesting bridge. A gifted designer could come up with a suspended, low-slung bridge that would compliment the historical character of the area and its famous buildings with complete appropriateness, and extreme flair.

BALTIMORE?

The unbeatable advantages of having a station at Camden Yards are obvious, and the route through Baltimore a good deal shorter than otherwise. Two tunnels, of about 4.5 and 3.65 miles, would be required. Lowest point on the line would be under a bridge on West Pratt Street at the indicated "Narrow Channel" with top of rail around -60. Given sufficient ambition,

two tubes with two tracks each might be best along with the suggested stations lying close to the surface east of Camden Yards. A number of stations are possible on an upgraded MARC line south of Camden Yards, including a new station directly on the BWI Airport property where a quick connection to the terminals is possible.

Given the runout of the curve from under West Pratt Street as loosely drawn, four tracks would squeeze nicely by the newer wing of the convention center and the historic Otterbein Church, but not the Federal Reserve. If they decide to rebuild the whole convention center the Fed would be spared, and a superior station and solution for the numerous converging rights-of-way would be realized - assuming an honest desire - and some esprit de corps. In that case the suggested Camden Yards Station could be located about 600' to the south versus the picture, affording harbor views from a big upper level, with a big entrance near a corner of the plaza opposite the long B&O Warehouse, free of trackage.

Given the disturbing recent history of freight in the Howard Street Tunnel there would not be much public objection to taking it by eminent domain, thereby getting the trolleys off the street and tied seamlessly into the suggested Camden Yards high speed rail and transit Knotenpunkt. Of course there is nothing so precious as a historical tunnel, regardless of the intended plans and who pays. Nevertheless, the current freight carriers would do well vouchsafed a gift from the PRR legacy in the form of property rights farther north, with the accompanying design for a tunnel being the best of the bunch. Even with creative planning to make property owners more-than-whole they would still come out ahead.

I hope you have enjoyed the NEC Future comment, and hope to hear from you about it.

Sincerely,

Bruce W. Hain
Queens, New York
[redacted]

NEC FEIS Comments - RECORD #730 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : bruce
Last Name : hain
Stakeholder Comments/Issues :

*NEC FUTURE COMMENT - JANUARY 30, 2017 *
BY BRUCE W. HAIN
(It's possible a picture won't display in its entirety. If not, reduce the size - the print will get smaller and the pictures bigger.)

Since Connecticut is location of the most circuitous portion of the Northeast Corridor and the section of it most in need of addressing in order to achieve a direct route, and since some controversy has arisen over an appropriate plan for improvements there, this comment will discuss the commenter's suggestions for improvements in Connecticut first, and briefly address the three other improvements here described, in New York, Philadelphia and Baltimore, below.

1. CONNECTICUT

Clearly the first order of business in Connecticut is to get the 3-track main line and its grade crossings off the streets of New London. The configuration - now with catenary wires - has hindered development in the central business district for a long time, and is anathema to anything being billed as modern rail transport. New Haven Railroad officials no doubt considered removal of the obstructive and extreme geometry here a high priority, but were hampered by the more limited technology of the day.

?NEW LONDON AND MYSTIC SHORTCUTS
?
?The ten and three quarter miles of the two coastline shortcuts described herein take better than three miles off the existing route. They would serve to straighten the worst of the skewed headings and circuitousness of the 19th Century shore line, except in its alignment east of New Haven where it goes north and then south for six miles, but doesn't lend itself well to abbreviation or realignment.

NEC FUTURE 44-MILE IMPROVEMENT???

With respect to efficiently shortening the coastline route the two shortcuts suggested here compare quite favorably as against the 44-mile NEC Future realignment proposal, with it's fifteen miles of dual-bore tunnels. (thirty miles of tunneling) This commenter does not advocate any significant realignment, anywhere along the 115-mile coast line, except the New London and Mystic shortcuts here described. The two shortcuts have tunnels totaling 5.36 miles as drawn, by way of a proposed passenger tunnel between New London and Groton. The steepest grade is 100' per mile, occurring twice.

The 44-mile NEC Future Improvement proposal, while providing some rather waveringly headed and tunnel-encumbered opportunities for higher speed, does so at the expense of four important and potentially important passenger stations, one of which, New London, is the busiest transit node in Southeast Connecticut. Two of these stations are historical structures of particular note. New London Union Station, drawn by initiating "Richardsonian" architect Henry Hobson Richardson, should be viewed as a point of pride and customer draw by the passenger carrier, and by their planners who determine its fate, as should the station at Westerly.

It is a singular puzzlement: that a passenger carrier interested in passenger revenue has here determined that in order to provide through-passengers the advantage of a few extra minutes, it must sacrifice its own remunerative potential for developing service at these stations - hard by two apparently permanent and growing casino resorts, one of which has an existing direct-to-the-door rail connection - by building an extremely expensive four-station bypass, that is anything but direct. Clearly the best use for this 44-mile improvement, insofar as the interests of the passenger carrier are concerned, is as a freight bypass.

?*NEW LONDON SHORTCUT*

By way of it's subaqueous passenger tunnel, the five and three quarter miles of the New London Shortcut takes one and three quarter miles off the existing route. Absent the complementary freight tunnel, connection of lines to the north is possible by way of the north leg of a proposed wye configuration in Groton as shown. (A broader curve is possible given more acquisition.) The two extreme mainline curves in reverse alignment that now traverse the heart of the New London CBD (probably built as an afterthought to connect the two original lines comprising the modern shore line route) would be eliminated, paving the way for relief from the stunted development, and the obstructed access to maritime connections closely tied to passenger rail operations.

This commenter prefers Deep to Circuitous - not counting linear augmentation due to the grade, which in this case would not be much at 1.42% - so the shorter route is achieved at the expense of having the north end of the New London Station about 20' deeper than it might otherwise be: -104' at top of rail, or about 112' below the curb.

A breezeway, enclosed in winter, giving off the listed station building at center and running past a planted courtyard with the curved ticket office window at center, would lead to a skylit pavilion envisioned as being octagonal and located over one of the shafts built to sink the TBMs, containing a few large elevators. The station expansion is seen as being of painted or unpainted somewhat decorative wood (for contrast) with plenty of glass and possibly some decorative metal; and having a peaked, segmented roof with overhang above its pavilion offset by a subtending clerestory to help accommodate superstructure of the elevators, which would be reached at center on a somewhat lower level accessed by two broadly curving stairs and a single, preferably open, lift - providing plenty of geometric interest in the annexed-waiting-room/covered-ferry-access structure with surrounding outside benches facing the harbor.

Beneath, a three-track, three-platform station of 2100' could be achieved by launching two TBMs past each other in opposite directions. Since the location does not lend itself readily to double-bore tunneling, the proposed grades are geared to a single tunnel with a minimum inside diameter of 32.5'. They are based on U.S. topography and bathymetry maps, and the satellite elevations feature of Google Earth, which is discussed in detail in the presentation on the "Connecticut Shortcut" found below.

Significant realignment of grades along the existing line in the area of Groton would be necessary, with one point near the tunnel entrance being 73' below its current elevation. On completion of the tunnel, a line extending from its east portal would be routed onto the existing line going east, with a temporary bypass already in place to route traffic around the re-graded segment lying east of the point where the tunnel line enters. The section from here to the Thames River Bridge would then be closed and re-graded. The minimal wye configuration is dependent on ground conditions being such that the deep cut at the tunnel portal can be isolated from seeping groundwater. If not, the tunnel would continue on a tangent from the east portal as shown to a point of intersection with a line extending north on a tangent from the START GRADE push pin marker located on the existing line. An alternate connection from the tunnel to the Thames River Bridge and lines running north would need to be achieved by a cut-and-cover operation extending along the north leg of the wye as shown, and would

require temporary isolation from groundwater in any case. The lengthy hairpin alignment running through the tunnel and along the north leg works nicely to make the grade from the passenger station to the Thames River Bridge.

*MYSTIC SHORTCUT**?*

The five miles of the Mystic Shortcut takes 1.29 miles off the existing route and provides a needed reconfiguration at Mystic, allowing a more direct, less intrusive alignment, without the grade crossing(s. - Some crossings have been eliminated completely by removing the road.) The proposed alignment diverges from the existing line in Groton - just south of the "START GRADE" push pin marker (upper left) - and would cross the Poquonock River about 80' south of the current bridge which would be removed. The grading scheme of the Mystic Shortcut as shown is dependent on unknown ground conditions in the area of Beebe Pond Park (green boundary, center) which are assumed to be suitable for isolating the line as it emerges from the tunnel to the east in a 40' cut, then proceeds past the pond within the cut as close as 150' away and at a level at all times lower than the elevation of the water in the pond.

The Mystic station is overdue for an upgrade including a low-slung Chinese Wall viaduct, with appropriate stone cladding as envisioned. (Brownstone suggests itself to this not-from-Connecticut commenter, and plans for a uniform "look" should be agreed upon and extended to rail planning affecting a suitable geographical area.) A new or, if insisted upon, new-and-transported station would be required. The upgrade would incorporate facility for trains passing at speed, and would get the rail-induced encumbrances to commerce and development - and the grade crossing - off the map.

There is no reason, as seen by this commenter, why the first elevation marker west of Mystic as shown (10') could not have a lower reading, since the existing tracks are probably a bit lower - about 9' - and a still lower elevation at this point would enable a somewhat less intrusive configuration of the quick dip directly west of the marker, which is one of the most intrusive places in the two shoreline proposals discussed here - not that more than one house, if that, would need to be removed here, but it's a smash-up. Whether historic structures are affected is not known. Efforts at redirecting the route to get more cover for the tunnel in the area west of Mystic by heading in directions other than the intuitive east-west alignment seen in the picture have all resulted in increased intrusiveness, as well as length. Use of currently unconventional steal

rings might help in getting a minimal tunnel section.
All tunnels of the two shoreline proposals are envisioned as being single-bore tunnels of minimum 32.5' inside diameter, except the 1.75-mile freight tunnel, which should be wide enough to allow two double-stack trains to pass, and would entail a dip and vertical curve within the tunnel since cover is lower at certain points where it passes through New London than that above the passenger tunnel, the tunnel itself being higher. Double-stack freight would traverse a single center track passing through the passenger tunnels.

STONINGTON

The inability or unwillingness of the railroads to act has left Stonington no choice about living with the heavily-scheduled high speed grade crossings there, or in one case, building a large and hurriedly-improvised-looking bridge with awkward interfaces that casts a potential station area and large swath around it into a long shadow, hindering development and public uses. A modern reconfiguration would have the tracks elevated on a low Chinese Wall viaduct as suggested for the Mystic Shortcut. This would allow the addition of one or two tracks to enable a local stop or skip-a-stop service, and provision for passing at speed. Additional tracks should not be considered without raising the elevation of the right-of-way. Possibilities for desirable station and rail bridge configurations abound.

PLANNING? TRIPS AND TRANSPORTATION

If you draw a straight line from the Bronx to Providence it runs along the north coast of Long Island Sound through the densely conurbated cities of New Rochelle, Greenwich, Stamford, Norwalk, Bridgeport and finally, New Haven. There, where the shoreline turns east, the line strikes out across Connecticut headed straight for Providence - capital of the second-densest-populated state in the country.

This should give us a hint about how to develop the NEC.

NEW HAVEN TOPOGRAPHY?

Luckily, our planet's maker has conveniently provided a topographical

solution for getting out of New Haven by rail on a direct line to Providence that is twenty-seven miles shorter than the existing one. That is, about three quarters the length - 87 versus better than 113 miles. The existing line is shown in red, running south

NEC FEIS Comments - RECORD #731 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : CharlestownCitizens
Last Name : Alliance
Stakeholder Comments/Issues :

Charlestown Citizens Alliance
PO Box 81
Charlestown, RI 02813

January 31, 2017

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 Charlestown Citizens Alliance, a state registered Political Action Committee and Community Organization in Charlestown Rhode Island, has prepared this analysis of the NEC Future Tier 1 Final EIS. You can learn more about our organization at http://charlestowncitizens.org/.

Our letter and full response are attached as a PDF to this email. Please include the full PDF as our reply to the NEC Future Tier 1 Final EIS.

We have submitted this to meet the original January 31, 2017 deadline. Although US Senator Jack Reed has had assurances that the FRA extended the deadline, there is no clear evidence of that at your website. We may take advantage of a deadline extension and submit again with additional

information in February.

The Federal Railroad Administration's (FRA) Tier 1 Final EIS is deficient with respect to impacts in Charlestown, and the entire EIS process from scoping in 2012 until and including the December 2016 release of the Final EIS has not followed the spirit of the National Environmental Policy Act (NEPA). These two findings are related as the failure to follow the spirit of NEPA and actively engage and collaborate with the affected community and local stakeholders has resulted in significant omissions in the natural and cultural resource data. The FRA's use of incomplete data has resulted in gross underestimations of impact, especially with respect to *Section 4(f) and Section 6(f) resources.*

*Because of the many and extreme negative environmental and cultural impacts that would be caused by the new rail segment known as the "Old Saybrook to Kenyon Bypass" we ask that the Bypass be removed from the plan before the Record of Decision. *Supporting the removal of the Bypass doesn't mean we are against improving high-speed rail. The Acela is already traveling around 100 miles per hour in Charlestown. Keeping the train in its current alignment would save over a billion dollars in Charlestown alone. With a more practical vision we could get investment in rail in the right places and in the right way and we could get it a lot sooner without sacrificing Narragansett Tribal land, public parklands, protected open space, wetlands, tourism assets, active farms, historic mill villages, and private homes.

*What follows is our analysis for the *NEC Future Tier 1 Final EIS. The analysis was prepared with technical assistance from Ruth Platner and input from other volunteers.

Attachment: CharlestownCitizensAllianceReplyToEIS.pdf

Sincerely,

Virginia Wootten

President, Charlestown Citizens Alliance

CC Charlestown Rhode Island Town Council

Rhode Island Governor Gina Raimondo

US Congressman (RI) James Langevin

* US Senator (RI) Jack Reed*
* US Senator (RI) Sheldon Whitehouse*

-
Attachments : CharlestownCitizensAllianceReplyToEIS.pdf (244 kb)

Charlestown Citizens Alliance
PO Box 81
Charlestown, RI 02813
January 31, 2017

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U.S. DOT Federal Railroad Administration
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New York, NY 10004

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Sincerely,

Virginia Wootten
President, Charlestown Citizens Alliance

CC Charlestown Rhode Island Town Council
Rhode Island Governor Gina Raimondo
US Congressman (RI) James Langevin
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US Senator (RI) Sheldon Whitehouse

Analysis NEC Future Tier 1 Final EIS – Charlestown Citizens Alliance

Contents:

1. Failure to communicate in a meaningful way
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3. Flaws in the EIS are mainly caused by the omission of data
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5. Nonconformance with Charlestown's Comprehensive Plan
6. Nonconformance with Rhode Island State Guide Plans
7. Maps:
   http://charlestowncitizens.org/wp-content/uploads/Charlestown-open-space-composite-map-Jan-1.jpg
   http://charlestowncitizens.org/wp-content/uploads/critical-resources-Charlestown-2.jpg
   http://charlestowncitizens.org/wp-content/uploads/Carter-Preserve-Trail-and-Tracks-map.jpg
   http://charlestowncitizens.org/wp-content/uploads/IndianCedarSwampContext.jpg
   http://charlestowncitizens.org/wp-content/uploads/IndianCedarSwampDetail.jpg
   http://charlestowncitizens.org/wp-content/uploads/Charlestown-Richmond-noise-vibration-map-1.jpg

1.) Failure to communicate in a meaningful way

On December 18, 2016, both the citizens and government of Charlestown Rhode Island first became aware of the NEC Future Tier 1 Final EIS and the plan to add a new section of rail through Charlestown. That notice came from our organization, the Charlestown Citizens Alliance (CCA). A member of our Steering Committee had seen a television news story on December 16 about the plan's impact on Providence, had then read the Final EIS, and published a story about the impacts to Charlestown at the CCA website. That post at http://charlestowncitizens.org/2016/12/18/christmas-surprise-from-fra/ was seen by over 25,000 people at our website and shared with thousands more on social media and was the first clear and meaningful communication that residents of Charlestown received on this issue.

The Town of Charlestown and its citizens were not aware or involved in the scoping process that began in 2012, and we were not aware of the Draft EIS or of any comment periods in 2015.

On December 29, 2016, the town received a form letter from the Federal Railroad Administration, dated December 16, announcing the availability of the Tier 1 Final EIS. The form letter gives no hint that the Plan has any relevance to or impact on Charlestown. Had the town not become aware of the impact on Charlestown from CCA's publication, the letter from the FRA might not have triggered a timely response. The receipt date of December 29 would have also reduced the time to respond by an additional 11 days. The timing of the release of the EIS during the Christmas holiday season also served as an impediment to a complete and timely response.

At the draft EIS stage in 2015, a form letter was reported by the FRA to have been sent to the Narragansett Tribe and the following Rhode Island towns: East Providence, Pawtucket, Providence, Warwick, Cumberland, East Greenwich, Exeter, Foster, Glocester, Charlestown, Hopkinton, Johnston, North Kingstown, Richmond, Smithfield, South Kingstown, Westerly, Cranston, and Central Falls. Only the urban cities of Providence, Central Falls, and Pawtucket responded, but they received other forms of notice and promptings to help them gain awareness of the process. Most of these governments have no recollection of receiving communication from the FRA. The letter does not say that new rails and a new rail route are proposed in your community. When no comments came from one of the most impacted towns, this should have suggested to the FRA that the local community and local stakeholders were not aware and engaged in the review process.

Charlestown is not named in any of the materials at the NEC Future website, not in the Draft EIS or the Final EIS. The Town is impacted because it lies along the "Old Saybrook to Kenyon Bypass" where two new rails will be added in a new location. This bypass is described in Chapter 7.1, *"New or Upgraded Segments"*, as having the highest acreage's of impact. As a town with these extreme levels of impact, the FRA should have ensured that Charlestown was engaged and involved from the earliest stages.

Because of inadequate time to respond, the towns and others requested an extension to reply to the Tier 1 Final EIS. That request appears to be granted with a several week extension through US Senator Jack Reed's office (press release at http://charlestowncitizens.org/2017/01/19/reed-deadline-extended-for-public-comment-on-fras-rail-proposal/). What follows is our reply to the EIS, prepared under these time constraints.

2.) The Tier 1 Final EIS is deficient with respect to impacts in Charlestown

The Tier 1 Final EIS is deficient with respect to impacts in Charlestown, and the entire EIS process from scoping in 2012 until and including the December 2016 release of the Final EIS has not followed the spirit of the National Environmental Policy Act (NEPA). These two findings are related as the failure to follow the spirit of NEPA and actively engage and collaborate with the affected community and local stakeholders has resulted in significant omissions in the natural and cultural resource data. The FRA's use of incomplete data has resulted in gross underestimations of impact, especially with respect to Section 4(f) and Section 6(f) resources.

NEPA requires a scoping process that is the period in which the federal agency and the public collaborate to define the range of issues and possible alternatives to be addressed in the EIS. During the FRA scoping process, which appears to have started in February 2012, would have been the best time to engage the local towns and discover what parklands and natural, cultural, and agricultural resources existed in the Bypass area.

Charlestown was not aware of the scoping process. Had the FRA made meaningful local contact at this time, they would have been introduced to The Nature Conservancy, the Westerly and Charlestown Land Trusts, the Wood Pawcatuck Watershed Association, the Charlestown Historical Society and others and the FRA would have benefited from much better data for their EIS. None of these non-profit stakeholders were contacted or notified.

NEPA requires that a draft EIS be published for public review and comment for a minimum of 45 days. In the case of the NEC Future Draft EIS, there was an extension of this comment period. Charlestown and the affected local stakeholders were not aware of the existence of a Draft EIS; there was no local public review, and no local public comment. This draft EIS was published in November 2015.

NEPA requires that upon close of the comment period, agencies consider all substantive comments and, if necessary, conduct further analyses. Again no public comments were received from Charlestown because none were solicited. Opinion and data from Charlestown had no influence on the Draft EIS process.

Now the Tier 1 Final EIS has been published, and the results of this flawed NEPA process are apparent in the documents. In the Charlestown area of the "Old Saybrook to Kenyon Bypass" the EIS has data omissions and erroneous decisions in the following areas:

- Land Cover
- Agricultural Lands
- Parklands and Wild and Scenic Rivers

- Hydrologic/Water Resources
- Ecological Resources
- Geologic Resources
- Hazardous Waste and Contaminated Material Sites
- Cultural Resources and Historic Properties
- Visual and Aesthetic Resources
- Environmental Justice
- Noise and Vibration
- Section 4(f) and Section 6(f) Resources
  - *Parklands converted to transportation use, including publicly owned public parks, recreation areas, and wildlife/waterfowl refuges*
  - *Converted lands or facilities that were acquired with Land and Water Conservation Fund Act funds*
  - *Historic resources converted to transportation use, including historic sites of local, state or national significance (eligible or listed)*

3.) Flaws in the EIS are mainly caused by the omission of the following from the data, working west to east:

- The size of the Grills Preserve in nearby Westerly is underestimated. The Grill's Preserve is a 550-acre conservation area with over 2 and 1/2 miles of river frontage. The EIS lists this as 480 acres. There is an extensive trail system, with 6 miles of trails, including a cross-country loop that is used by the Westerly High School and Middle School teams. The Preserve has diverse habitats including streams and ponds, freshwater marsh, wetland forest, upland forest, and sandy pitch pine and oak areas being managed for New England cottontail rabbit. Otter and bobcat have been seen in the Preserve. Thirteen species of rare plants have been identified, some living nowhere else in Rhode Island. The proposed path of the rail lines would cut through this preserve.

- The Riverwood Preserve in nearby Westerly is omitted from the EIS data. Riverwood Preserve is part of the Westerly Land Trust's Pawcatuck River Corridor Initiative. It consists of 148 acres of woodland, rocky ridges and fresh water wetlands adjacent to the Pawcatuck River and the Boy Scout Camp. There are extensive trails covering a wide variety of terrain. The proposed path of the rail lines would cut through this preserve.

- After passing through Burlingame, which the EIS acknowledges as an impacted parkland property, the proposed rail lines pass through Hidden Meadows Open Space (MBL: 21-11). The Town of Charlestown owns a permanent conservation easement on this 25.3-acre conservation/passive recreation area. This parcel is contiguous on four sides with larger parcels of Burlingame and a 7 acre parcel of conservation land of The Nature Conservancy (MBL: 21-12) Both of these protected conservation areas are omitted from the EIS.

- After passing through private homes, the rails cut across Burlingame Estates Open Space, a 31.5-acre conservation/ passive recreation open space omitted from the EIS. The Town of Charlestown owns a permanent conservation easement on this property (MBL: 21-26-2)

- The Burlingame Estates open space parcel and the Hidden Meadows open space are contiguous with the 124.58 state owned conservation land at MBL: 21-24. It lies between them. The new rails pass through this state owned and permanently protected property, but it is omitted from the EIS.

- The rails then pass through about a dozen homes before entering the 142-acre Stoney Hill Cattle Company**.** This is a farm to table operation with cows, horses, hay, pigs, and chickens. They sell grass fed beef, pork, chickens, eggs, and Thanksgiving turkeys at the farm and at farmers markets. This farm is enrolled in the Farm Forest and Open Space (FFOS) program. Under this program the farmer has given up the right to develop their land for an extended period, usually 15 years or longer. Protecting, preserving, and promoting this type of farming operation is a priority of both the town and state. This farm and its important status are omitted from the EIS.

- The rails then pass through or close by another farm. MBL: 21-45 is a 15.39-acre farm, contiguous with the Stoney Hill Cattle Company and also nearly contiguous with tribal conservation land across Kings Factory Rd. and Shumankanuc Rd. This farm is omitted from the EIS.

- MBL: 21-44 is another wooded farm contiguous with the Stoney Hill Cattle Company. This property recently placed a permanent conservation easement on 45 acres. The Nature Conservancy and the Charlestown Land Trust hold the permanent conservation easement jointly. In December of this year The Nature Conservancy announced the new conservation easement as follows, *"The 45 acre Heinz property is just southwest of the Carter Preserve, and contributes to a growing corridor of conservation along the Pawcatuck River."* This farm does not appear to be in the direct path of the train but it is close by and contiguous with other farms that are in the train's path. This farm and its status as legally protected/conserved land are omitted from the EIS.

- The train then crosses Shumankanuc Rd. and enters Narragansett Tribal Land at MBL: 22-4. This parcel was formerly part of the Indian Cedar Swamp Management Area, a RI state wildlife management area. When it was transferred to the Tribe in 1978 as part of the Settlement Act, it was transferred with a permanent conservation easement that requires the land always remain conservation land and not ever be developed. The Tier 1 Final EIS claims that no tribal land is crossed or impacted anywhere by the plan for high-speed rail anywhere in the corridor from Washington DC to Boston. But in this case, tribal land is crossed and that land also is protected by a conservation easement.

- The proposed rail lines then cross MBL: 21-41-1 a 59-acre farm contiguous with the Pawcatuck River and the Carter Preserve. This farm is omitted from the EIS.

- The new rail line then crosses Kings Factory Rd. and the Botka Woods Open Space. This 116-acre Open Space has been recently approved for a permanent conservation easement to be held by the Town of Charlestown and is omitted from the EIS

- After passing through the power line (green way) and 4 or 5 houses the proposed train tracks enter the 1,112-acre Francis C. Carter Memorial Preserve. Owned by the Nature Conservancy this property was acquired with help from The Champlin Foundations, the Doris Duke Charitable Foundation, and the Cove Point Foundation. The property supports a variety of natural communities, most notably rare pitch pine/scrub oak barrens, vernal pools, and a 70-acre grassland. This preserve is one of the largest protected properties in the state, but it was entirely omitted from the EIS. It joins several thousand acres of contiguous forest and contributes to an 11-mile corridor of open space running from the Ninigret National Wildlife Refuge to the state's Carolina Management Area. This conservation property has a

strong policy supporting public access for passive recreation. There are 7 miles of hiking trails, access for equestrians and bow hunting in season. The proposed rail lines run the length of the Carter Preserve fragmenting it into two roughly equal pieces.

- The new rail lines leave the Carter Preserve at Rt. 112, pass through a three or four frontage lots on Rt. 112 and then enters the Amos Green Farm. The Amos Green farm is a colonial era farm that is preserved in museum quality and is still a private residence. The 101-acre farm is preserved with conservation easements held by the Charlestown Land Trust. It has recently been the site of Colonial Reenactments sponsored by the Charlestown Historical Society and is open to the public for other special events. The Amos Green Farm is contiguous with another farm, Fenner, an 85-acre farm protected by a permanent conservation easement held by the Town of Charlestown. The two permanently protected farms make up about 185 acres of contiguous farmland that will be fragmented by the proposed rail lines. None of this permanently preserved agricultural land is mentioned in the EIS.

- **MBL: 25-94** 61.99 acres forested open space omitted from the EIS

- Moving eastward the proposed route leaves protected open space and passes through or over residential land and then enters the Columbia Heights Historic District. This Historic District is another data omission in the EIS. Historic homes will be removed here for rails at grade. This is a very compact neighborhood. This entire Historic District is eligible for inclusion in the National Historic Register. The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register. Both of these communities' statuses as eligible low/moderate income communities are omitted from the EIS.

- The rails will pass over Shannock Road, a State Scenic Road, and the first road in the state to receive this designation. The State Scenic Road designation of Shannock Road is another data omission in the EIS.

- The rails then pass over the Historic District of Kenyon. The Kenyon Historic District is eligible for inclusion in the National Historic Register. This is an eligible low/moderate income community. Kenyon's historic and low/mod status is omitted from the EIS.

- The Biscuit City Fishing Area, a Pawcatuck River access point provides parking for anglers and canoeists. This fishing area was developed with Federal Fisheries Funds and RI Division of Fish and Wildlife funding. This access will be removed by the new rail project. The new rails will pass through here as they reconnect with the NEC in the Great Swamp. The loss of this federally funded fishing access is omitted from the EIS.

- The Pawcatuck River and Wood Pawcatuck River are crossed several times in Charlestown and Westerly by the new train tracks. These rivers are nominated by Congress as Wild and Scenic Rivers. They are protected from development by the ongoing Wild and Scenic study sponsored by the National Park Service. The EIS does not list any Wild and Scenic Rivers in Rhode Island.

- There are other farms in the vicinity of the new rail lines: Riverside Farm **MBL: 21-18** and **MBL: 21-18-1, MBL: 18-5** Acres of Oak Farm, **MBL: 21-59** High Meadow Farm**, MBL: 21-16-10** Sweetwater Farm - all are omitted from the EIS.

- The area proposed for new rails in Charlestown is within the acquisition area of the Great Thicket National Wildlife Refuge, a NWR dedicated to conserving and managing shrub land and young forests for wildlife. The refuge is meant to support American woodcock, New England cottontails, monarch butterflies, ruffed grouse, golden-winged warbler, box and spotted turtles, whippoorwill, blue-winged warbler, and Hessel's hairstreak among other species. The EIS does not mention the Great Thicket National Wildlife Refuge.

These omissions from the EIS represent 1,797 or nearly 1,800 acres of permanently protected open space that the rails pass through and will be fragmented. There are also many other open space properties that are protected with permanent conservation easements that are in this vicinity that the rails don't pass through, but that are also omitted from the calculations having to do with context.

Where the Town, State of Rhode Island, local Land Trusts, or The Nature Conservancy hold a permanent conservation easement they have a legal obligation to stop the sale or conversion for a use other than conservation/passive recreation/agriculture as specified in the easements. They will have a legal obligation to object to the sale or taking of these lands by Amtrak.

The 1,800-acre figure does not include active farms bisected by the rail project. Most of these farms are entered into the Farm Forrest and Open Space program. These active farms that will be removed or damaged to the point that they can no longer be viable farms account for another 450 acres that were omitted from the EIS.

4.) Analysis by Chapter of deficiencies in the Preferred Alternative from Tier 1 Final EIS (quotes from the EIS in *italics* and grey boxed)

(EIS) ***Chapter 4.7.8 Shared Access and Consideration of Freight***

Rhode Island

- ***NEC*** *- The NEC would be upgraded to three tracks and a parallel freight track added between Kenyon and Davisville. The NEC would be upgraded to four tracks between Greenwich and Warwick, and between Pawtucket, RI and Sharon, MA.*
- ***Old Saybrook-Kenyon*** *- New two-track segment, primarily on embankment or at-grade, continuing from New London County, CT, east through Westerly, RI, adjacent to the NEC, shifting south through Bradford and Wood River Junction, reconnecting to the NEC in Kenyon, north of the Pawcatuck River.*

The existing NEC track would remain in Charlestown and be used for freight and other slower moving train traffic. This would mean a total of 4 tracks through Charlestown, the existing NEC, plus two new high-speed tracks. These would reconnect in the Great Swamp, but through Charlestown there would be two roughly parallel sets of tracks, both running trains, separated by roughly 2,000 to 4,000 feet. The areas between these tracks would be impacted by both sets of rails.

(EIS) ***Chapter 7.2 Land Cover***

It is difficult to tell if the EIS calculates developed and undeveloped land correctly as their figures are for Washington County rather than on a town by town basis. But they certainly have calculated park-lands incorrectly as most of the open space on the map at http://charlestowncitizens.org/wp-content/uploads/Charlestown-open-space-composite-map-Jan-1.jpg is either pubic access for passive recreation or is held with a government permanent conservation easement and was omitted from the EIS data. Not

identifying these lands as permanently protected open space changes the discussion under 7.2.7 State and Regional Plan Analysis. Planning in Rhode Island is done at the State and Municipal level. Rhode Island does not have county government. In Rhode Island we look for consistency with State and Local plans. Conversion of parkland is a much more intense change than merely converting undeveloped land. This conversion and fragmentation of permanently protected land is not consistent with any State Plan or Charlestown Plan. By omitting nearly all of the parkland in Charlestown in the rail path and vicinity of the rails, the discussion in this chapter has little relevance or accuracy.

(EIS) ***Chapter 7.3 Agricultural Lands (Prime Farmland and Timberland)***

The EIS grossly underestimates the amount of active farmland in the path of the new rails in Charlestown. The rail placement, land taken for a tunnel, and disturbance during construction will destroy some farms and fragment others. If any farmland in this area remains after construction, the land will be close to the trains and noise and vibration from passing trains may make this land unsuitable for the types of farming in this area, which is dominated by animal husbandry, grass fed beef, chickens, etc. Active farms are shown on the map at http://charlestowncitizens.org/wp-content/uploads/Charlestown-open-space-composite-map-Jan-1.jpg in yellow. Some farms have permanent conservation easements and are shown in green with the other openspace.

(EIS) ***Chapter*** *7.4 Parklands and Wild and Scenic Rivers*

(EIS) ***T****able 7.4-2: Environmental Consequences: Representative Route - Parklands and Wild and Scenic Rivers – 340 acres* (This is an underestimate as it does not account for crossing 3.85 linear miles of parkland and other open space with new rail lines)

Washington County, RI, would have the highest number of parks affected (16 parks) - Again this is a gross underestimate as it does not include any of the parkland (except a small part of Burlingame) affected in Charlestown by the construction and final placement of the rail lines. The proposed rails in Charlestown cross over 3.85 linear miles of parkland and permanently protected land.

(EIS) *"The Preferred Alternative crosses a wild and scenic river - the White Clay Creek in New Castle, DE."* This makes no mention of the Wood Pawcatuck – a Wild and Scenic River. The EIS's claim of only one Wild and Scenic crossing is not accurate as the Wood Pawcatuck is nominated by Congress as a Wild and Scenic River and that nomination affords it the same protection as if it had completed the process to be named such a river.

The EIS identifies the following impacts to parkland in or near Charlestown

- *Grills Preserve will have Aerial, Embankment, Potential land conversion; Potential acquisition; Visual and noise effects*
- *Burlingame Management Area: Trench, Aerial, Embankment, Potential land conversion; Visual and noise effects*
- *Great Swamp Management Area/ Great Swamp,: Aerial, Embankment, Potential land conversion; Potential acquisition; Visual and noise effects*
- *Greenway Aerial, Embankment, Trench, Potential land conversion; Potential acquisition; Visual and noise effects* (The "Greenway" is the high tension power line easement. This appears in many state-planning documents as a potential wildlife corridor. Does the EIS identify these as power lines as well?)

Again this omits 1,800 acres of directly impacted parkland in Charlestown that the trains will pass through with all the same direct effects as above.

(EIS) *Proximity Effects*

(EIS) *Parklands within the Affected Environment that are adjacent to the Representative Route of the Preferred Alternative could experience proximity effects such as visual interference or noise that may affect the designated use for which the parkland was intended. Proximity effects could result from new service or infrastructure, such as new noise and vibration impacts from an increase in trains passing, and visual impacts resulting from new construction and operations. However, parklands that would experience the greatest effects would be those where all or portions of the parkland are within the Representative Route of the Preferred Alternative.*

These "greatest effects" would be experienced across the entire parkland corridor that is nearly the entire width of northern Charlestown. Again there are no estimates of the effects in Charlestown since all of this parkland in Charlestown is omitted from the data.

(EIS) *Chapter 7.4.6 Context Area*

Rhode Island: *Many parks in Rhode Island have over 100 acres. Some of the largest parklands include the Rhode Island Greenway, the Great Swamp Management Area/Great Swamp, and the Burlingame/Burlingame State Park. Four park resources are located across more than one county: Cranston Washington Secondary Bike Path, Rhode Island Greenway, Washington Secondary Bike Path, and additional bike lanes.*

The Carter Preserve at 1,112 acres ought to be in this list. They are also using size data for Burlingame and Great Swamp that appears to be out of date.

(EIS) *Chapter 7.4.8 Potential Mitigation Strategies*

Examples of potential mitigation strategies could include design or construction modifications to avoid conversion of a parkland resource, the use of context-sensitive design in future stages of project development, the incorporation of natural design features such as earthen berms and tree plantings, as well as allocation of replacement parkland or open space. In addition, fencing and other approaches could be implemented to protect the safety of those using the parkland.

The Carter Preserve occupies all of the land between the existing rails, the proposed rails, and Tribal land. NEC Future has made clear a preference to avoid tribal land. For the rails in the Carter Preserve there is no place to move the rails to avoid parkland conversion except into the existing NEC or across more tribal land. The other suggested mitigation strategies would not be effective as the land supports species that depend on un-fragmented open space.

(EIS) *Chapter 7.4.9 Subsequent Tier 2 Analysis*

Tier 2 project studies will define a specific alignment that seeks to avoid the use of parklands, recreation areas and conservation areas. Potential options to avoid and minimize effects on parkland resources include shifting the Representative Route and re-evaluating the proposed construction types identified for the Preferred Alternative.

That may work in other areas of the NEC, but as already explained, the tracks have nowhere to go except back to the existing NEC or deeper into Tribal land.

(EIS) Chapter 7.5 Hydrologic/Water Resources

The entire area proposed for new rail and the existing NEC, which will remain, are part of the Wood-Pawcatuck Sole Source Aquifer. Construction of the new track and the introduction of freight rail traffic over this drinking water resource is a concern. Freight is currently not rolling over this resource, but would be introduced as part of the NEC Future plan. Charlestown relies entirely on wells for drinking water and the importance of protecting ground water is paramount.

(EIS) *Chapter 7.6 Ecological Resources*

Understanding locations of ecologically sensitive resources was an important consideration in identifying the Preferred Alternative. Various federal, state, and local laws and regulations protect many of these ecologically sensitive areas and resources. As such, impacts to the resources may present permitting challenges that could prevent implementation of an action.

- *Habitat fragmentation - the process by which large, continuous habitats are divided into smaller, more isolated areas*
- *Bisection or fragmentation of an ecologically sensitive habitat (ESH) within the project corridor, resulting in habitat loss and detrimental effects to the sustainability of viable populations of threatened and endangered (T&E) fauna and flora occurring within the sensitive habitat*

The Federal Railroad Administration (FRA) identified ecological resources within the 3,000-foot-wide Affected Environment and the Representative Route (but they didn't identify these in Charlestown)

Impacts:
Impacts to ecologically sensitive areas are greater where new segments are added as part of the Preferred Alternative.

The EIS did not include ecological data for the path of the rails in Charlestown, except perhaps for a calculation of forest cover.

In the map at http://charlestowncitizens.org/wp-content/uploads/critical-resources-Charlestown-2.jpg the grey shaded areas are Rhode Island Natural Heritage Areas, blue crosshatched areas are wetlands. The underlying map is an ortho aerial photo with roads and lot lines from the Town of Charlestown GIS data. Natural Heritage areas are land areas where rare and endangered ("natural heritage") species are found, or where the habitat type will support those species.

The proposed track of the rails is through an east-west corridor of open space that spans nearly the width of the town. This section is part of an 11-mile north-south corridor of open space that extends from the Ninigret National Wildlife Refuge at the ocean, north through Burlingame and Narragansett Tribal conservation land, through the Carter Preserve, and then connecting with the Carolina Wildlife Management Area in Richmond. The east-west corridor also provides more wildlife and potential recreation access to the Pawcatuck River, a Wild and Scenic River (nominated).

Looking at the critical resource map, it is apparent that the protected open space overlaps well with the Natural Heritage Areas on the map. With the acquisition of the Carter Preserve by The Nature Conservancy in 2001,

this area became a focus of additional acquisition by TNC, RI DEM, Charlestown Land Trust, and others. The purpose of these acquisitions is to build an ever larger un-fragmented area of wildlife habitat, to make open space connections to the Pawcatuck River, and to create an ever richer experience for the public who use these lands for passive recreation. In fact the Town Of Charlestown hopes to use this area of our town as part of a package of eco-tourism destinations within the town.

The fragmentation of this area by a second rail line will have devastating consequences for the Carter Preserve and all the lands the train passes through, but it will also impact the wildlife corridor from the Ocean to Richmond and beyond.

At this link is a map of the Carter Preserve showing the existing rails, the proposed rails, and hiking trails currently on the Carter Preserve http://charlestowncitizens.org/wp-content/uploads/Carter-Preserve-Trail-and-Tracks-map.jpg. The proposed rails are in red, the existing in black.

(EIS) ***Additional Species under Consideration.***

The New England cottontail (Sylvilagus transitionalis) and dusky shark (Cacharhinus obscures) have been removed from consideration of Endangered Species Act (ESA) listing. The Cottontail will therefore not be considered at the Tier 2 level, but the dusky shark will continue to be monitored for its NMFS designation as a species of concern. The monarch butterfly (Danaus plexippus) and cusk (Brosme brosme) are currently under review and will continue to be monitored for their ESA status and occurrence within the Study Area.

Despite not being on the ESA list, the New England cottontail is an important species in Charlestown where a large area of the recently approved Great Thicket National Wildlife Refuge is centered. The proposed rail lines are within the acquisition area for the new NWR. The refuge is meant to support American woodcock, New England cottontails, monarch butterflies, ruffed grouse, golden-winged warbler, box and spotted turtles, whippoorwill, blue-winged warbler, and Hessel's hairstreak among other species.

(EIS) ***Chapter 7.6.9.1*** **Potential Mitigation Strategies -** ***Ecologically Sensitive Habitats***

Potential mitigation strategies will include restricting ESH area disturbance to the perimeter of the habitat area, minimizing habitat fragmentation, implementing a forest conservation/ management plan, implementing best management practices with regard to wildlife crossings, native vegetation stabilization, and tree replacement.

A route change to the perimeter cannot be effective because the proposed tracks have nowhere to go except back to the existing NEC or deeper into Tribal land where ecological impacts are also extreme as the Indian Cedar Swamp is an important wetland ecosystem.

(EIS) ***Chapter 7.7.8 Geologic Resources - Potential Mitigation Strategies***

Programmatic mitigation measures could include design considerations, alternative construction methods, and slope/soil stabilization measures. Depending on the affected geologic resource, specific mitigation measures could include the following:

- ***Sole Source Aquifers*** *- Develop Stormwater Pollution Prevention Plan and/or Spill Pollution Prevention Plan.*

During the public comment period, the U.S. Environmental Protection Agency requested that more information and analysis be included in regards to effects on public and private drinking water supplies for the Tier 2 project studies. Detailed groundwater and surface water source studies and more-specific construction methodology mitigation measures will be included as part of Tier 2 project analysis.

The impacts and threats to the Wood–Pawcatuck Sole Source Aquifer may be greatest from rolling freight through the watershed, which will continue much longer than the new rail construction. This impact seems overlooked in the EIS. Again Charlestown relies entirely on private wells for drinking water.

(EIS) ***Chapter 7.8 Hazardous Waste and Contaminated Material***

Doesn't seem to identify former United Nuclear Corporation site as an archived superfund site. But it will disturb a tremendous amount of soil in this area.

(EIS) ***Chapter7.9 Cultural Resources and Historic Properties***

(EIS) Chapter 7.9.4.2 Preferred Alternative

However, the Representative Route includes 3 NRHP-listed properties: the Old Lyme Historic District in Connecticut; the Bradford Village Historic District in Rhode Island; and the Shannock Historic District in Rhode Island.

There are also multiple historic districts in Rhode Island, including the Bradford Village Historic District, Shannock Historic District, and Westerly Downtown Historic District in Washington County,

Impact on Columbia Heights is not mentioned. The Columbia Heights Historic District is on the list of Historic Districts at RI Historic Preservation. The entire district is eligible for listing in the National Register. Historic homes will be removed in this very compact neighborhood.

Impact on Kenyon is not mentioned. The Kenyon Historic District is on the list of Historic Districts at RI Historic Preservation. This entire Historic District is eligible for inclusion in the National Historic Register.

The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register and from Columbia Heights as well.

Tribal Lands

As noted in the Tier 1 Draft EIS (Volume 2, Chapter 7.9, Section 7.9.4), the FRA did not identify property-specific tribal resources.

The proposed route passes over Narragansett Tribal land at Kings Factory Road. This crossing can be seen on these two maps, http://charlestowncitizens.org/wp-content/uploads/IndianCedarSwampContext.jpg and http://charlestowncitizens.org/wp-content/uploads/IndianCedarSwampDetail.jpg

(EIS) ***Chapter 7.9.8 Potential Mitigation Strategies***

- *Modify construction methods to minimize impacts.*

- *Incorporate the use of context-sensitive design.*
- *Undertake other design modifications in order to blend proposed infrastructure into the existing setting.*
- *Complete Historic American Building Survey/Historic American Engineering Record - level documentation as appropriate for properties that cannot be avoided.*
- *Complete archaeological data recovery for sites that cannot be avoided or preserved in place.*
- *Install interpretive signage in locations where above- or below-ground historic properties must be removed (or otherwise adversely affected) in order to accommodate new construction.*
- *Implement alternative mitigation measures such as the development of educational programs or interpretive booklets for resources that cannot be avoided.*

Columbia Heights and Kenyon would get a booklet and sign describing what was there before the rails were built.

(EIS) ***Chapter 7.10 Visual and Aesthetic Resources***
This visual analysis identified and considered resources that comprise the visual environment (such as parks, natural areas, scenic features, open vistas, water bodies) and cultural resources (such as historic landmarks and historic districts)

Impacts - *The Preferred Alternative introduces new visual elements and has the greatest potential for impacts along the new segments and along two areas (Old Saybrook to Kenyon new segment and Bayview to Wilmington new segment) where there is a potential change in construction type from the existing rail corridor. In general, new segments with elevated construction types - such as the major bridges and aerial structures located along the Old Saybrook-Kenyon new segment - have the greatest potential for impact.*

Table 7.10-1: Environmental Consequences: Visual and Aesthetic Resources (continued)
Potential visual impacts from ***embankment*** *crossing Bradford/Bradford Dye / Grills Preserve;* ***aerial structure*** *near Kenyon RI and the Great Swamp Management Area.*

Washington County, RI, has Forest/Shrub, Grassland/Cultivated, and Wetlands that make up the undeveloped land area. This segment has the most undeveloped land in the corridor. Table 7.10-1 identifies additional resources where there may be visual and aesthetic impacts.

Because 3.85 linear miles of parkland were left out of the data in Charlestown, any figures for impacts to Washington County are grossly underestimated.

There are impacts on Shannock Road, a State Scenic Road, and the first road in the state to receive this designation. There will be an aerial structure in Kenyon that will be visible from the road and it appears the rails will cross Shannock Road.

(EIS) ***Chapter 7.11 Environmental Justice***
Impact on Tribe (a minority community) and Columbia Heights (an eligible low/mod community) is not mentioned. These are both environmental justice issues that were omitted from the EIS.

(EIS) ***Chapter 7.12 Noise and Vibration***
The FRA defined the Affected Environment as a 5,000-foot-wide swath centered along the Representative Route. For the Representative Route of the Preferred Alternative, the FRA performed, and presents in this section, a

quantitative noise assessment for Day-Night Sound Levels, Ldn (dBA),[1] and a quantitative vibration assessment for Vibration Velocity Level[2] (VdB).

Land uses sensitive to noise and vibration within the Affected Environment include residential, institutional, and park lands. Areas with concentrations of other sensitive land use, such as parks, wildlife refuges and cultural/historic resources, are also of concern.

All of these sensitive land use types are grossly underestimated in the EIS for Charlestown.

Because they use county data, it is hard to know where these impacted residents are. Severe noise impacts could impact health, property values, etc.

The map at http://charlestowncitizens.org/wp-content/uploads/Charlestown-Richmond-noise-vibration-map-1.jpg illustrates the noise and vibration impact area. The 1,112-acre Carter Preserve is entirely within the noise area as are the other parklands and farms in the rail path.

(EIS) *Chapter 7.16 Section 4(f) and Section 6(f) Resources*

Section 4(f) was enacted as a means of protecting the following resources from conversion to transportation uses: significant publicly owned parks, recreation areas, and wildlife/waterfowl refuges, as well as publicly- or privately owned historic sites of local, state, or national significance that must be on or eligible for listing on the National Register of Historic Places (NRHP).

These are 4(f) and 6(f) resources that were omitted from the EIS.

A Wild and Scenic River, thousands of acres of public and private parkland and wildlife conservation land, two Historic Districts, properties listed and eligible for listing on the National Register of Historic Places will all be converted to a transportation use.

The Biscuit City Fishing Area, a Pawcatuck River access point provides parking for anglers and canoeists. This fishing area was developed with Federal Fisheries Funds and RI Division of Fish and Wildlife funding. This access will be removed by the new rail project. The new rails will pass through here as they reconnect with the NEC in the Great Swamp. This Federally funded river access point was omitted from the EIS.

(EIS) *Chapter 7.19 Summary of Public Health Effects*

The following effects were identified by the FRA as having the greatest potential risk to public health:

- *Degradation of water quality, including public drinking supplies*
- *Disturbance of hazardous waste and contaminated materials*
- *Increased or prolonged exposure to noise and vibration*

The Pawcatuck River Watershed is a Sole Source Aquifer. The rail lines will roll freight over this drinking water source that is the only source of drinking water for the area.

The former United Nuclear Corporation is presently conserved by the Nature Conservancy as wildlife preserve and would never have been developed and its soils would not have been disturbed. The proposed rail line runs

the length of this property and will disturb land in the area that was used for processing of nuclear waste. This impact was not considered by the EIS

(EIS) ***Chapter 7.20 Cumulative Effects***

Because the EIS omitted the majority of the parkland, natural resource, and cultural impacts in and near Charlestown, the calculation of cumulative effects is similarly flawed.

(EIS) ***Chapter 7.21 Irreversible and Irretrievable Commitment of Resources***
With the exception of leaving the rails in the current NEC, there is no change of route that will not go through the Carter Preserve and other open space and farms. Similarly making the connection with the NEC in the Great Swamp leaves no room for a route change through Columbia Heights and Kenyon. Loss of these natural and cultural resources cannot be mitigated and they cannot be replaced.

(EIS) ***Chapter 8.6 Construction Staging Areas***

Construction of the Preferred Alternative would require construction staging areas, also referred to as "laydown areas." These are areas and sites used to store materials and equipment, and to assemble construction materials.

Even though temporary, these areas would disrupt wildlife and habitat that might not recover in this important local, state, federal, and tribal conservation area.

5.) Nonconformance with Charlestown's Comprehensive Plan

The NEC Future proposal does not conform to any section of Charlestown's Comprehensive Plan, in fact every chapter is violated by the proposal, even circulation as several roads will be crossed by rails. Below are examples from Charlestown's Comprehensive Plan that are violated by the NEC Future proposal. Quoted text from the Charlestown Comprehensive Plan is *italicized* and highlighted in yellow.

LAND USE GOAL
To protect the natural and cultural resources and rural character of the Town

Policy 1: Preserve the visual qualities of the villages, shorelines, important natural features, historic areas, scenic roads, and major collectors and arterials.

NATURAL RESOURCES GOAL
To protect and encourage appropriate use of the town's natural resources, including groundwater, surface water, the salt ponds, trees, wetland and upland habitats, wildlife, the barrier beaches, historic villages, historic cemeteries, tribal artifacts and sites, scenic views and corridors connecting habitat complexes.

Policy 1: Protect natural resources.

- *Preserve natural resources through preservation of open space.*

- *Protect and preserve agricultural land within the Town.*

- *Create, conserve, and maintain sustainable forest resources within the Town.*

- *Protect forested riparian areas along rivers and streams to promote improved water quality, wildlife diversity, enhanced aesthetics, and reduced flooding.*

- *Provide recreational activities/opportunities and promote tourism in forested recreation areas.*

- *Promote establishing protective undeveloped zones along water resources and other habitats*

- *Continue to collaborate/partner with U.S. Fish and Wildlife, The Nature Conservancy, R.I. Department of Environmental Management, South County Conservancy, and the R.I. Audubon Society to preserve and protect natural resources.*

- *Continue to support, maintain, and further develop the objectives of the South County Greenspace Project to protect the following:*
  - *Farmland*
  - *Aquifers/Aquifer Recharge Areas*
  - *Rare Species Habitat*
  - *Wetlands*
  - *Supporting Biodiversity*
  - *Core Biodiversity Resources*
  - *Natural Resource Corridors*
  - *Wellhead Protection Areas*
  - *Large Forested Blocks*

Policy 5: Protect and preserve the quality and quantity of surface waters and the Town's potable water supply.

Policy 6: Promote appreciation of natural resources by residents and visitors.

Work with the tribe and neighboring communities to delineate and protect shared natural resources.

Policy 7: Create an interconnected network of conservation and / or open space lands.

CULTURAL RESOURCES GOAL

To protect and encourage appropriate use of the town's cultural resources, including historic villages, historic cemeteries, tribal artifacts and sites, and scenic views and corridors.

Policy 1: Preserve and protect cultural resources including buildings, features and archeological resources which define the town's character.

Policy 5: Support the prehistoric and historic heritage of the Narragansett Indian Tribe and adjacent communities.

OPEN SPACE AND RECREATION GOAL

To promote appreciation and appropriate use of Charlestown's natural and cultural resources by providing a wide range of recreational opportunities for Charlestown's residents and visitors of all ages. To collaborate with partners in the protection of open space through conservation easements, fee acquisition, transfer of development rights, and other techniques to protect rural character and preserve natural resources.

Policy 1: Protect natural resources, cultural resources, important views and visual corridors through open space acquisition, dedications or purchase/transfer of development rights.

Policy 3: Continue to provide opportunities for active and passive recreation throughout the Town.

Policy 4: Continue to provide and expand opportunities for access to fresh/salt-water resources while protecting the resources from adverse impacts of overuse.

CIRCULATION GOAL
To provide for safe travel through the town while protecting the rural character, scenic nature, and natural and cultural resources along the roads and throughout the Town.

Policy 3: Protect the rural quality of life and natural scenery along the town's roads, including vegetation, stone walls, historic structures and landscapes, and views.

Require that state and federal roadway project utilize Context Sensitive Design to protect and enhance the rural character of the community.

Policy 6: Support multimodal transportation.

HOUSING GOALS
Achieve and maintain a range of housing alternatives in keeping with Charlestown's tradition of being home to people at different times of life, family circumstances, and levels of income.

Policy 5: Improve streetscapes in villages to revitalize and strengthen neighborhoods.

Implement the recommendations from the Columbia Heights Housing and Streetscape Plan.

Preserve the supply of affordable housing throughout Columbia Heights.

Implement the recommendations from A Village Revitalization Plan for Shannock, RI

ECONOMIC DEVELOPMENT GOAL
To promote economic development that relies heavily on the Town's natural, scenic, and historic amenities and protects the important resources of the Town

Policy 1: Continue to develop and market specific recreational opportunities that focus on Charlestown's unique attributes, including its natural and cultural resources.

Policy 4: Continue focus on tourism as a vital component of the local economy.

Policy 5: Support agriculture as a component of a diverse rural economy.

Discussion within the context of Charlestown's Comprehensive Plan

The NEC Future plan does not conform to the Land Use chapter of Charlestown's Comprehensive Plan. The proposal brings severe negative impacts to the natural and cultural resources and rural character of the

Town. The NEC Future plan damages the visual qualities of the villages, important natural features, historic areas and scenic roads.

The NEC Future plan does not conform to the Natural Resources chapter of Charlestown's Comprehensive Plan. Our Comprehensive Plan directs us to block inappropriate use of the town's natural resources, including groundwater, surface water, trees, wetland and upland habitats, wildlife, historic villages, historic cemeteries, tribal artifacts and sites, scenic views and corridors connecting habitat complexes. The NEC Future plan destroys agricultural land, forest resources, riparian areas along rivers and streams, decreases wildlife diversity, removes rare species habitat, fills wetlands, reduces recreational activities/opportunities and discourages tourism and threatens wellhead protection areas. It fragments a very large contiguous block of conservation and open space lands.

The NEC Future plan does not conform to the Cultural Resources chapter of Charlestown's Comprehensive Plan. The town's cultural resources, including historic villages, historic cemeteries, tribal land, tribal artifacts and tribal sites, and scenic views and corridors are either removed, damaged or diminished by the NEC Future proposal.

The NEC Future plan does not conform to the Open Space And Recreation chapter of Charlestown's Comprehensive Plan. Recreational opportunities for Charlestown's residents and visitors of all ages will be lost. The protection of open space to conserve natural resources and provide passive recreation through conservation easements, fee acquisition, transfer of development rights, and other techniques to protect rural character and preserve natural resources will be violated as these permanently protected lands are taken for a transportation use. Access to freshwater resources for fishing and canoe put-in will be lost.

The NEC Future plan does not conform to the Circulation chapter of Charlestown's Comprehensive Plan. The new rail lines would pass over Charlestown's rural and scenic roads, damaging the rural character, scenic nature, views, historic structures and landscapes, and natural and cultural resources along the roads and the roads themselves.

The NEC Future plan does not conform to the Housing chapter of Charlestown's Comprehensive Plan. Columbia Heights in specifically called out in the Comprehensive Plan for protection. The rail plan would destroy the historic mill villages of Columbia Heights and Kenyon and greatly diminish the historic values of Shannock. Columbia Heights is an eligible low/moderate income community. Because of this low/mod status, approximately $6 million in federal, state and local dollars has been expended in the Columbia Heights and nearby Shannock neighborhoods over the past two decades as part of public infrastructure improvement projects. These include the creation of a public water district, housing rehabilitation, brownfields assessment and remediation, streetscape improvements and beautification. The proposed rail project would completely nullify the benefits brought on by these investments. Shannock and Kenyon are also low/mod neighborhoods. Most of the other housing destroyed or severely impacted by the rail proposal are moderate-income neighborhoods.

The NEC Future plan does not conform to the Economic Development chapter of Charlestown's Comprehensive Plan. Tourism and agriculture are two main focus areas for Charlestown's economy. The rail proposal destroys much of the Town's natural, scenic, and historic amenities and other important tourism resources. It removes vast areas of parklands that are currently used for recreation and are important for tourism. The NEC Future plan destroys many active and successful local farms.

6.) Nonconformance with State Guide Plans

Charlestown has worked hard to conform its land use policies to the different Rhode Island State Guide Plans. Our land preservation and historic preservation achievements, and support for agriculture have been very successful in implementing many of these state plans. The NEC Future plan in the Bypass area in Charlestown is very poorly aligned with the State Guide Plans and will contravene our efforts, achievements, and success in conforming to state objectives. Below are a sampling of goals and policies from some of the state plans. This is not an exhaustive list, but is meant to provide examples of how well Charlestown's land use conforms to state guide plans, and how the NEC Future plan is in disagreement with these plans. Quoted text from the State Guide Plans is in *italics* and highlighted in blue.

Economic Development Plan
http://www.planning.ri.gov/documents/Econdev/2015/RhodeIslandRisingFinalwReport121.pdf

Policy 2: Strengthen and support Rhode Island's burgeoning food system businesses, which span agriculture, aquaculture, and fishing, food processing/manufacturing, and sales.

f. Continue to identify and protect land for urban, suburban, and rural agriculture and increase access to land and water for agriculture and aquaculture where appropriate. Work to improve the state's farmland protection program to: ensure that the farmland the state protects stays in production and remains affordable for farmers; help farmers with succession planning; and, improve funding for protecting the state's remaining farmland.

Discussion: Hundreds of acres of active and successful farms will be removed or damaged to the point that they can no longer be viable farms. Some of these have sold or donated development rights, others are successful farm to table operations and have a willing next generation to continue farming. These farms are not in current danger of being converted to a non-agricultural use. Their protection is important to the State's economy, and yet they would be converted to a transportation use.

Policy 6: Expand the economic potential of tourism in Rhode Island by developing and marketing the state as an attractive, unique destination on the national and global tourism map through conservation and promotion of our natural, cultural, and built heritages

c. Engage the arts, culture, historic preservation, and environmental communities in place-making efforts. Arts, culture, historic preservation, and our natural assets are all powerful place-making and marketing tools that are readily accessible to the State of Rhode Island.

Discussion: The area in Charlestown slated for transportation development by the NEC Future plan is a tapestry of tribal land, river, ponds, wetlands, wildlife habitat, open space, passive recreation, historic farms and villages, and scenic views, all within five miles of some of the most beautiful ocean beaches on the east coast. This area is a target for "place-making" tourism expansion in Charlestown. The NEC Future plan will make this area much less attractive for tourism. Because so much land ends up between the existing and proposed tracks it will not be accessible for people or wildlife. Many miles of hiking trails will be lost. Three of our four national register historic villages will either be removed or diminished. The history of the water powered textile industry is now a living history in our beautifully preserved villages. The NEC Future plan would reduce this to a sign and booklet describing what had once been there. **The NEC Future plan does not conform to the Economic Development Plan – State Guide Plan.**

Land Use 2025

http://www.planning.ri.gov/documents/guide_plan/landuse2025.pdf

Land Use 2025 Policies (LUP)

LUP 3: Use open space to control and shape urban growth.

LUP 13: Factor into decisions regarding development the importance of recreation, open space, historic resources, and public access to the shore to the State's economy, in tourism, and in maintaining our quality of life.

LUP 14: Design open space systems and corridors to protect complete ecologic units

LUP 15: Protect and enhance those values of the coastal region, including scenic values, which contribute to the State's quality of life. Examine proposals for changes in the coastal region in terms of their importance to the State as a whole.

LUP 17: Preserve and enhance wildlife, fish, and plant species diversity and stability through habitat protection, restoration, enhancement, and prevention or mitigation of adverse impacts due to human activities.

LUP 19: Preserve the best farmland and active farms in the State for active agricultural use.

LUP 24: Preserve historic buildings, districts, and archeological sites.

Discussion: Charlestown has implemented much of Land Use 2025. We have a very strong program of open space acquisition using local and state funding in coordination with organizations like RIDEM, The Nature Conservancy, US Fish and Wildlife Service, and local land trusts. With these partners we have protected thousands of acres of land. More importantly we have arranged these purchases to create much larger contiguous preserved parcels. Some of these lands protect species that are found nowhere else in Rhode Island. These lands provide public access passive recreation as well. We have preserved farms and supported our farmers. And we have protected our historic districts. **The NEC Future plan is in direct contradiction to Land Use 2025 as it destroys many of these assets.**

Outdoor Recreation Plan

http://www.planning.ri.gov/documents/guide_plan/scorp09.pdf

4-1-1 The Vision

A statewide system of connecting greenspaces and greenways, a network made up of critical natural and cultural resources, outdoor recreation facilities, public spaces, community and urban forests, public and private open spaces. The greenspace system is to be Rhode Island's permanent green framework within which the state's communities will design and build in the 21st century.

4-1-2 Plan Mission

Strengthen and expand Rhode Island's greenspace and outdoor recreation system. Continue an aggressive program for open space preservation and greenway development. Strengthen relationships between state agencies and municipalities, land trusts, and non-profit conservation organizations.

Goal 3: Stewardship and Partnership...Improve Accessibility, Operations and Resource Management

Rhode Island's public and private partners will join as strong stewards of the state's outdoor recreation and open space system and will protect, maintain, and improve its essential features.

4-2 Building the Greenspace Network...Preserve and Protect Natural and Cultural Resources

Goal 1: Rhode Island will strengthen and expand its statewide network of greenspaces and greenways, with critical natural resources and outdoor recreation areas as major features of the network.

Policy RCOS-1:

Aggressively pursue the creation of an integrated, statewide greenspace and greenways system through coordinated state and local planning, strategic acquisitions, resource protection partnerships, and integration of green infrastructure in development projects.

Discussion: The Outdoor Recreation Plan's Vision and Mission are well realized in Charlestown where we have a network of protected open space and trails from the Ocean in the south to the Pawcatuck River on our northern border where it connects to other open space all the way to the borders of Connecticut and Massachusetts. This trail and open space system connects to our historic villages as well. The NEC Future plan will fragment this system and destroy whole parts of it. This will weaken Rhode Island's greenspace and outdoor recreation system. The threat this plan has to protected open space has already weakened land preservation efforts in all parts of Rhode Island.

Resist the avoidable conversion of dedicated greenspace system land to other uses. Subject proposals to convert system land to the highest scrutiny

Discussion: As directed in the state guide plan, we are resisting the conversion of our dedicated greenspace system land to a transportation use.

Policy RCOS-2: Maintain natural diversity by preserving the integrity of Rhode Island's ecosystems.

Policy RCOS - 3: Protect water resources, including rivers, lakes, ponds, streams, and surrounding lands.

4-2-6 Forests
Continue to actively pursue the acquisition of fee title or conservation easements of large contiguous forested tracts

4-2-7 Agricultural Land
Policy RCOS- 8: Support agricultural uses and preserve the best farmland for active agricultural purposes.

Policy RCOS - 9:
Protect and maintain fish and wildlife populations at optimum levels and provide opportunities for wildlife-based recreation.

4-2-9 Cultural Resources
Policy RCOS - 10: Preserve significant historic, architectural and archeological sites, buildings and districts.

4-2-10 Scenic Resources
Policy RCOS – 11: Protect scenic areas and resources including landscapes, roadways, and views of the waterfront and significant geologic features.

The Scenic Roadways Board should explore the possibility of providing funding for acquiring easements to maintain the key elements of scenic roadway corridors.

Goal 2: Rhode Island will improve its system of outdoor recreation facilities and conservation areas to meet the needs of its residents and visitors.

4-3-5 Inland Lakes, Ponds, Rivers and Streams
Policy RCOS – 16 Preserve and expand access to the state's, rivers, lakes, ponds, streams and other inland waters for recreational use, while maintaining water quality.

4-3-7 Trail Based Recreation
Policy RCOS - 19:
Maintain and expand the state's network of trails and pedestrian paths, in natural and built areas.

Discussion: All of the above resources, goals, and policies are embodied and implemented in the farms, villages, and protected land the NEC Future plan seeks to convert to a transportation use in Charlestown. **The NEC Future plan violates Rhode Island's Outdoor Recreation Plan.**

4-4-3 Sustainable Facilities
Requests to convert system land to other uses, while infrequent, arise often enough to be worrisome, and given the diminishing quantity of "raw" land in the State, are likely to grow in the future. Such requests, whether of the state or local government, should be resisted, and should face the highest burden of proof of net public recreational benefit. In any case, where conversion of recreation system land is considered, approval should not come until after full administrative review and public scrutiny, and should be conditioned upon a full replacement of the acreage and/or resource value

Policy RCOS – 29: Avoid the loss of recreation and open space system land through conversion to alternative uses

Discussion: Rhode Island is a small state. The tribal land, 1,800 acres of protected open space, hundreds of acres of active farms, historic villages, scenic views, are all within five miles of the ocean. They are part of an eleven-mile corridor of open space that many of Rhode Island's most threatened wildlife species depend on for their existence. This land can't be replaced. All of our governments, local, state, and federal, should resist the conversion of this land, the fragmentation of our open space, the loss of historic villages, the loss of areas for outdoor recreation. **The NEC Future plan is not in conformance with Rhode Island's Outdoor Recreation Plan, but according to section 4-4-3, resistance to the Bypass is!**

Rhode Island State Rail Plan 2014
http://www.planning.ri.gov/documents/trans/Rail/RI_State_Rail_Plan_2014.pdf
As Amtrak's Northeast Corridor between Boston and Washington DC has been designated an FRA High Speed Rail Corridor, segment improvements on this line within Rhode Island are eligible for financial assistance under this program. Amtrak has received $795 million through this program to implement projects to improve travel times and reliability throughout the Northeast Corridor.

The USDOT and Federal Railroad Administration's Northeast Corridor Preliminary Alternatives Report (2013) includes a total of 15 options for the recommended alignment of high speed service, which would not necessarily follow the existing Northeast Corridor alignment. Two options bypass Rhode Island completely. The State has and will continue to advocate for the alignments that preserve and improve high speed rail service to Providence.

This State Guide Plan supports keeping high-speed rail in Providence, but **there is no mention of support for the extreme environmental, agricultural, and historical cost now contemplated by the NEC Future plan. As noted above, those costs are in violation of all other State Guide Plans.**

Supporting the removal of the Bypass doesn't mean we are against improving high-speed rail. The Acela is already traveling around 100 miles per hour in Charlestown. Keeping the train in its current alignment would save over a billion dollars in Charlestown alone.

There are a lot of great ideas in the Federal Railroad Administration (FRA) plan. An investment in rail is very welcome and overdue. But the cost of this plan is too high in terms of the environment and damage to farms and historic communities. If only some of the money proposed for the FRA plan were invested in present rail structures, bridges, and rails we could achieve faster and safer rail travel now and not have to wait years for the FRA plan. If we were investing and improving now, we could achieve high-speed rail without the damage to the environment and communities.

For example, there are two road crossings that the train is still making in Stonington Connecticut, putting citizens lives at risk with only seconds to get out of a stalled car before a train crosses the road. There is a bridge over the Connecticut River where the train must slow down to 35 miles per hour because of the poor condition of the bridge. These are changes we should be making now. The FRA plan is an unaffordable vision that lacks creativity. If they had a more practical vision we could get investment in rail in the right places and in the right way and we could get it a lot sooner.

As noted at the beginning of our submission, we have submitted this reply to the NEC Future Tier 1 Final EIS to meet the original January 31, 2017 deadline. We may have a revised submission or additional materials in February. Thank you for your time in reading our submission.

NEC FEIS Comments - RECORD #732 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Salt
Last Name : Ponds Coalition
Stakeholder Comments/Issues :

To Whom It May Concern:

Please find attached the Salt Pond Coalition's (SPC) comments regarding the Northeast Corridor Rail Improvement Project. SPC is a Rhode Island 501(c)(3) non profit organization whose mission it is to protect and enhance the health of Rhode Island's coastal salt ponds.

Sincerely,

Alicia

Alicia Eichinger
Executive Director
Salt Ponds Coalition
P.O. Box 875
Charlestown, RI 02813
401 322-3068
www.saltpondscoalition.org

Attachments : SPC Railroad Letter pdf (192 kb)

Stewards
For the
Coastal Environment

Salt Ponds Coalition

P.O. Box 875, Charlestown, RI 02813
Phone: (401) 322-3068 E-Mail: info@saltpondscoalition.org Website: www.saltpondscoalition.org
Preserving our coastal ponds: Point Judith, Potter, Card, Trustom, Green Hill, Ninigret, Quonochontaug, Winnapaug, Maschaug, Little Maschaug

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

Ref: Northeast Corridor Rail Improvement, Washington County, R.I.

To Whom It May Concern:

On behalf of the Board of Directors and over 400 members of the Salt Ponds Coalition we wish to express our opposition to the Northeast Corridor Rail Improvement Project's relocation of rail lines that will affect several towns in Washington County, Rhode Island.

The Salt Ponds Coalition (SPC) is a citizen based non-profit conservation organization based in Charlestown, R.I. It is designated by the R. I. General Assembly as the Watershed Council for the coastal salt ponds region, which encompasses the Towns of Westerly, Charlestown, South Kingstown and Narragansett.

Although the proposed rail project is planned to be north of our watershed, its negative impacts will affect and destroy thousands of acres of wetland, conservation trust lands, farms, and private homes. Over the past fifty years, government and conservation groups have placed in the public trust, in perpetuity, thousands of acres of wetlands, forests and other ecologically important properties. The proposed relocated corridor will destroy major portions of these lands. The water recharge and filtration processes of the protected natural areas are particularly important to rural towns that depend on clean ground water for their water supply. All of Charlestown and rural parts of Westerly, Richmond and South Kingstown depend on individual wells.

Congress recently designated the watershed of the Wood and Pawcatuck River as a scenic waterway for preservation and protection. The railroad relocation will severely undermine this federal protection mandate. The effects of deforestation and filling of wetlands will be felt all the way downstream to our southern coast.

We understand the need for rail service improvement and request that the Northeast Corridor project move forward using the existing rail route to avoid the severe negative impact the proposed route will have on our community and its resources.

Thank you for your attention to this matter.

Yours truly,

Art Ganz

Arthur R. Ganz, President

CC: Town of Charlestown, Rhode Island, R.I Governor G. Raimondo, State Senator D. Algiere, State Senator E. Morgan, State Representative B. Filippi, U.S. Senator J. Reed, U.S. S. Whitehouse, U.S. Representative J. Langevin

NEC FEIS Comments - RECORD #733 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Melissa
Last Name : Kaplan-Macey
Stakeholder Comments/Issues :

Regional Plan Association respectfully submits the attached comments to the Federal Railroad Administration on the NEC Future Tier 1 FIES. RPA is a research and advocacy organization working to improve mobility, sustainability and economic opportunity in the New York-New Jersey-Connecticut metropolitan region.

If you have any questions regarding these comments, please feel free to contact me at 212-253-6502.

Sincerely,
Melissa Kaplan-Macey, AICP

Melissa Kaplan-Macey, AICP, PP
Connecticut Director

Regional Plan Association
4 Irving Place, 7th Floor
New York, NY 10003
212.253.6502
melissa@rpa.org<mailto:melissa@rpa.org>

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Attachments : NEC Future Tier 1 FIES Comments.pdf (798 kb)

Regional Plan Association

Regional Plan Association submits the following comments to the Federal Railroad Administration on the NEC Future Tier 1 FIES, to improve rail service along the Northeast Corridor between Washington, D.C., and Boston. RPA is a research and advocacy organization working to improve mobility, sustainability and economic opportunity in the New York-New Jersey-Connecticut metropolitan region.

RPA strongly supports increased investment in intercity, regional and commuter passenger rail. Public transportation expands mobility and access to jobs and reduces greenhouse gas emissions. RPA has long advocated for faster and more reliable passenger rail service for the tri-state region. In particular, we have strongly championed improvements to the NEC, both between New York and Washington, D.C., and north of New York along the New Haven Line for both Amtrak's inter-city rail and Metro-North Railroad's commuter service. The existing infrastructure along the Northeast Corridor, much of which is well beyond its replacement age, is in serious need of repair and upgrade to meet the needs of today's commuters and regional rail passengers.

As identified in our 2014 report, *Getting Back on Track*, which called attention to the need for capital investment in the New Haven Line, we noted that at the current pace it will take more than 20 years to achieve a state of good repair. In other words, passengers will continue to suffer through longer trip times and delays caused by continuous track outages required to accommodate the reconstruction of critical components of the New Haven Line for another two decades. The nation's busiest rail line in the nation's most productive region cannot wait that long to simply achieve a basic state of good repair. And that state of good repair would only fix what it is broken. It would not improve service or reduce travel time along the line.

The Preferred Alternative outlined in the NEC Future Tier 1 FEIS includes the general goals of:

- More frequent trains
- Improving connections between trains
- More reliable service
- Improving trip times
  - 35 minute reduction between Washington and New York
  - 45 minute reduction between New York and Boston
- State of good repair improvements
- Adding new tracks to bring the NEC to four tracks at most locations
- Eliminating major choke points that cause delays

Regional Plan Association supports these general goals and applauds FRA for advancing a program to improve service and reduce travel time on the Northeast Corridor. As described in the Tier 1 FEIS, these goals "establish a framework for future projects that may be undertaken and financed by the federal government, states and railroads in the coming decades. The Preferred Alternative indicates FRA's direction toward selecting an investment plan for the NEC."

This framework, outlined on the map below, illustrates general locations of new tracks, new segments and chokepoint relief projects. This Preferred Alternative is, in essence, a master plan for the Northeast Corridor with projects outlined but not clearly defined. According to the Tier 1 EIS, the specifics of these projects will be further developed during Tier 2 project development process.

New York
4 Irving Place, 7th Floor
New York, NY 10003
212.253.2727

New Jersey
179 Nassau Street, 3rd Floor
Princeton, NJ 08542
609.228.7080

Connecticut
Two Landmark Sq, Suite 108
Stamford, CT 06901
203.356.0390

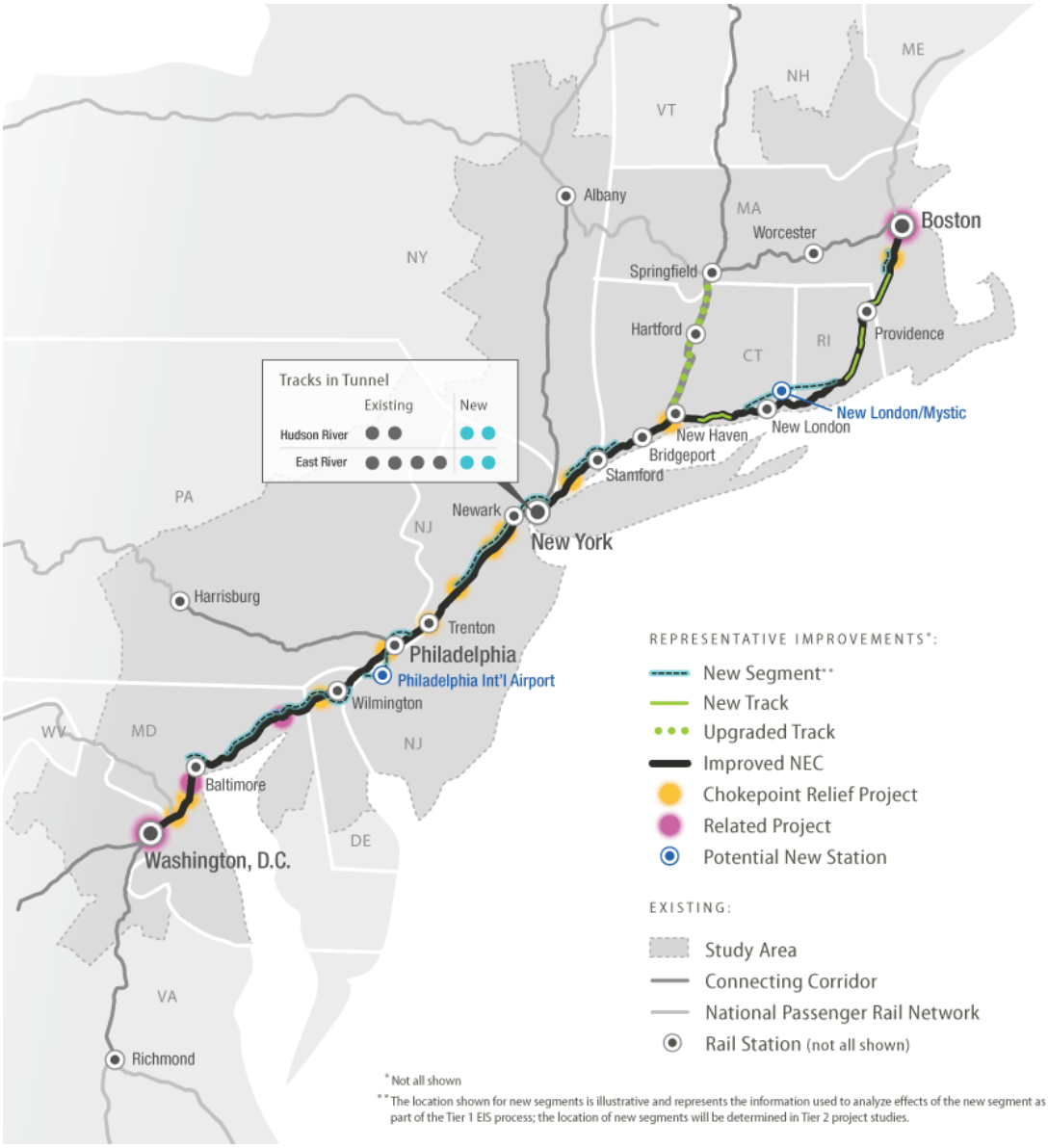
www.rpa.org

Regional Plan Association

Some future projects that will impact the region specifically highlighted in the Preferred Alternative include:

- High-speed rail between New York City and Washington DC
- New segment between Old Saybrook, Conn., and Kenyon, R.I.;
- Upgraded Hartford/Springfield Line, connecting New York to Boston; and
- New hub station at Greens Farms.

Exhibit A: NEC Future Preferred Alternative



Source: Federal Rail Administration

Regional Plan Association

While RPA commends FRA for advancing the complex project of improving rail service along the Northeast Corridor, we would like to highlight some issues that should be considered prior to finalization of a selected alternative and the issuance of a record of decision.

1. **High-Speed Rail Between New York and Washington DC**
   The preferred alternative does not provide for a separate two track dedicated high-speed right-of-way the entire length of the corridor between New York and Washington, reducing the attractiveness and capacity of future intercity service between the cities. While we applaud the FRA for adding tracks, including several new major segments, the preferred alternative fails to completely address the bottlenecks that severely limit speeds on the NEC as it passes through major metropolitan areas, such as Philadelphia. This decision (likely made to lower costs) has reduced the travel times savings from 65 minutes in Alternative 3 to 35 minutes in the final Preferred Alternative, which is even less than the 45 minute travel time savings predicted between New York and Boston in the FEIS. The FRA should adopt the Alternative 3 alignment south of New York City to induce (and divert) more intercity travelers to rail and ensure that there is sufficient capacity to accommodate future demand between our two strongest intercity markets.

2. **Shore Line East**
   The Preferred Alternative includes a new 50-mile inland route between Old Saybrook, Conn., and Kenyon, R.I., as well as a station in New London. We recognize the benefit of two new inland tracks to provide redundancy on the portion of the Northeast Corridor that is most vulnerable to flooding and support enhanced rail service overall. But we believe that significant improvements in travel times and reliability between New York and Boston will best be achieved under the proposed alignment through Hartford to Providence via the University of Connecticut (Alternative 2 and 3). This alignment would be the most efficient and direct means of providing faster service. At the same time, we feel that existing Shore Line East alignment should continue to provide a connection to Providence and Boston and should be upgraded to improve resiliency and reduce vulnerability to flooding.

3. **Barnum Station Hub, Bridgeport**
   The Preferred Alternative makes no reference to Barnum Station, a new station proposed north of Bridgeport Station. This new station is advancing through the environmental review process and significant state and federal resources have already been committed to advance the design and implementation of this new station. FRA should consider leveraging this existing investment in creating a new hub station at Barnum Station rather than the proposed hub at Greens Farm. As currently proposed, two additional tracks would extend to Greens Farms, which would serve as a transfer point to super express service. We feel strongly that the two additional tracks should be extended to Bridgeport to allow the new Barnum Station to serve as a hub, rather than creating a hub at Greens Farms. To do this would require a new tunnel or structure through downtown Bridgeport that would also address the speed bottleneck “s” curve at the Bridgeport station. The new alignment would allow trains to bypass this slow-zone and directly serve the new Barnum station.

   There is an opportunity to add economic value to this planned investment by creating a Hub at Barnum Station, which would support a significant transit oriented development plan that is being advanced by the City of Bridgeport. According to a recently released report by Goody Clancy & VHB, “The Barnum Station District has the potential to become a Regional Center. This major economic development opportunity has few parallels along the Northeast Corridor, and is a prime opportunity to expand economic growth in

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4 Irving Place, 7th Floor
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212.253.2727

New Jersey
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Princeton, NJ 08542
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Connecticut
Two Landmark Sq, Suite 108
Stamford, CT 06901
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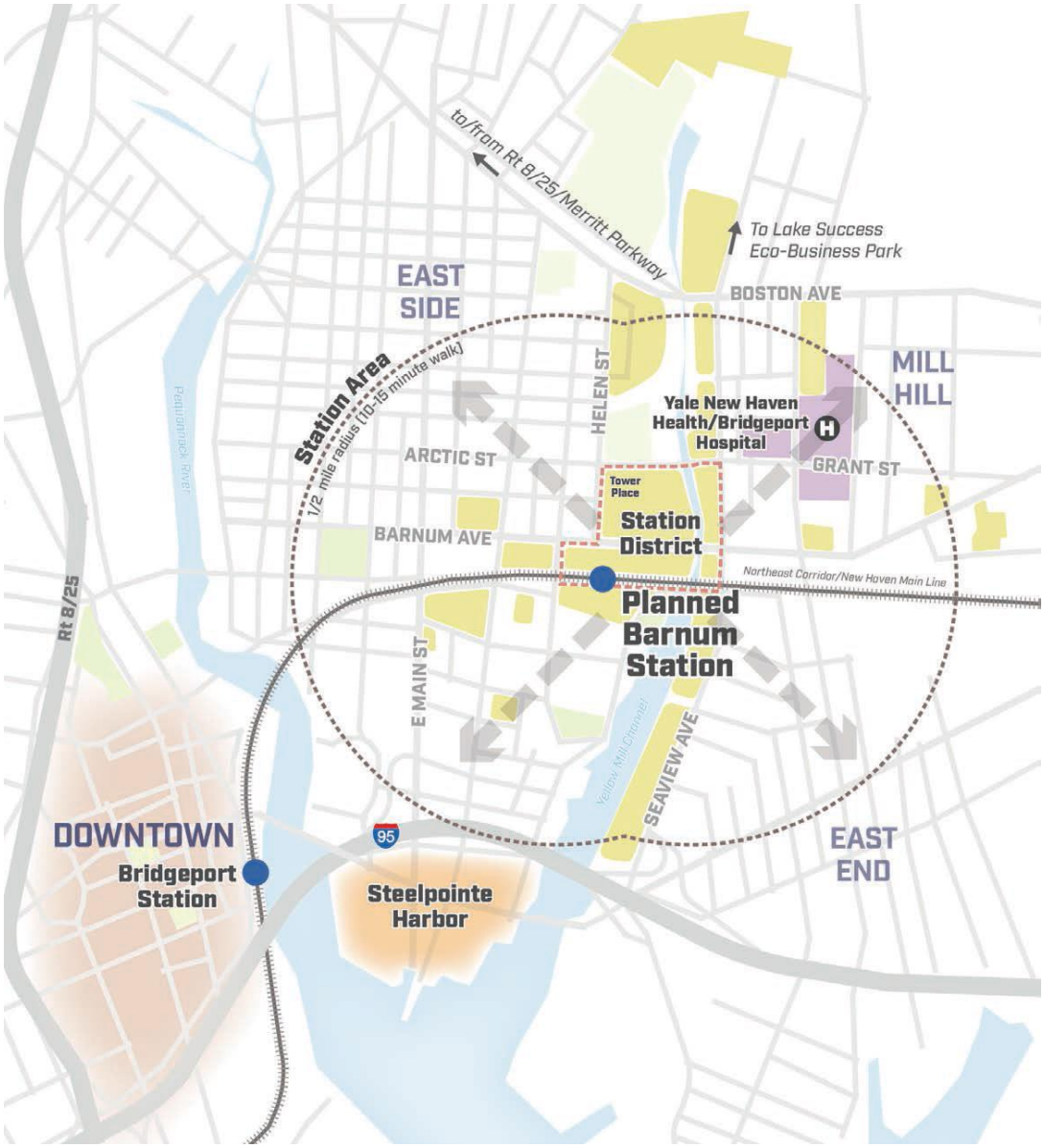
www.rpa.org

Regional Plan Association

southwestern Connecticut." The Barnum Station District has the potential to attract and create 4,000 or more new jobs and 1,000 new housing units within walking distance of the station over the next 25 years (see Exhibit B). Greens Farms isn't a significant population center and doesn't offer an economic development opportunity of nearly this magnitude.

Exhibit B: Barnum Station District



Source: Barnum Station TOD Plan, Goody Clancy & VHB, 2017

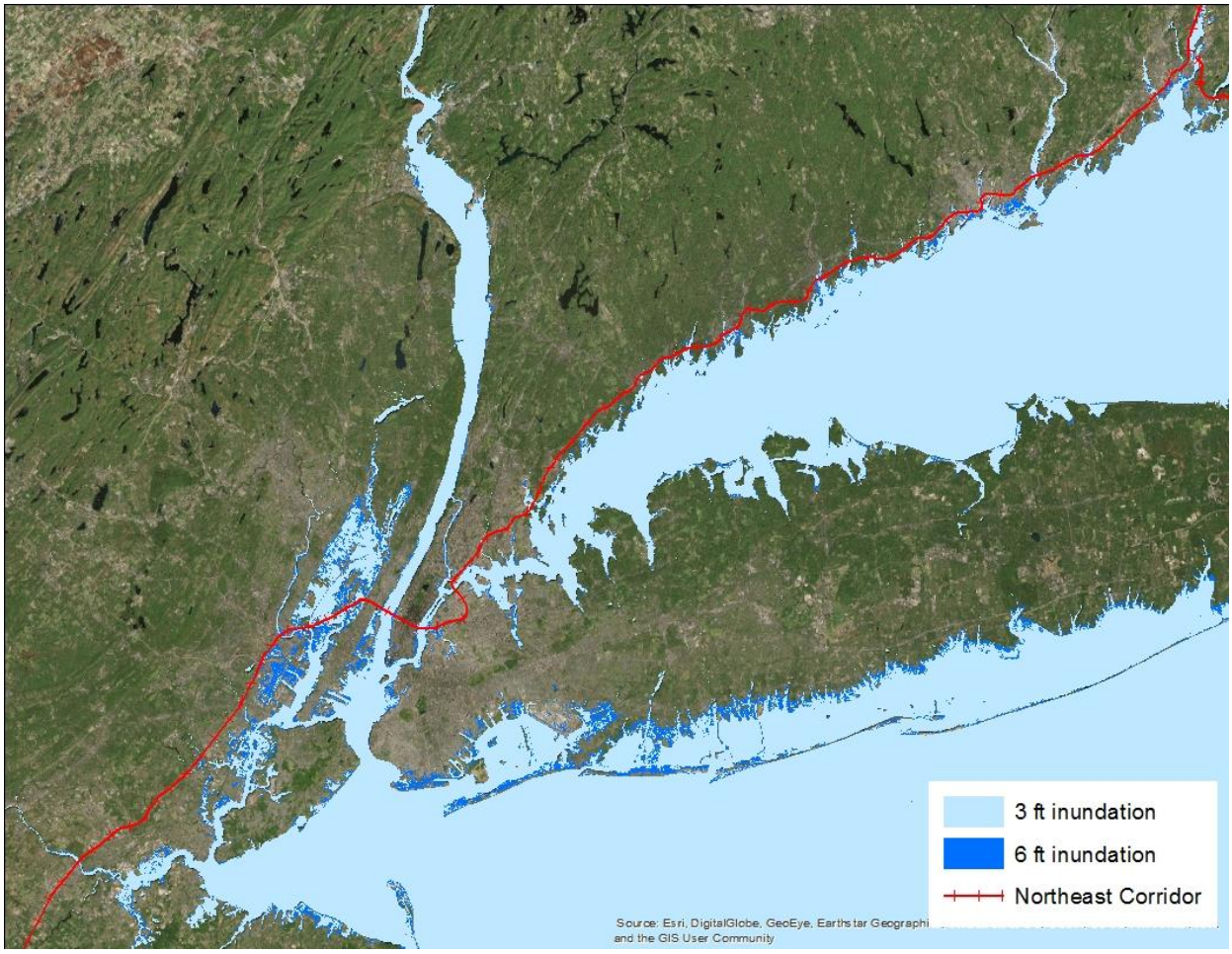
4. **Sea Level Rise**

All proposed track and related investments along the NEC should address sea level rise. RPA's December 2016 report, *Under Water*, details the location of 1', 3' and 6' sea level rise in the region over the next 30-

Regional Plan Association

100 years. In coastal Connecticut, affected areas include Bridgeport, New Haven, Stamford, Fairfield, Milford, Branford, East Haven, Greenwich, Norwalk, Stratford and Westport. In New Jersey, sea level rise will affect NEC tracks in the Meadowlands area between New York Penn Station and Newark Penn Station and will also impact the Secaucus station. (see Exhibit C).

Exhibit C: Sea Level Rise



Source: NOAA and the Regional Plan Association

5. Regional Coordination

According to the Tier 1 EIS, "Achieving the system-wide benefits of the Preferred Alternative will require implementation of many interrelated projects, requiring a coordinated process over time. The Preferred Alternative provides a flexible approach to implementation, allowing investments to be made in phases as funding becomes available. States and railroad operators would work together to determine the order in which the improvements are made and affected communities would have the opportunity to help shape rail infrastructure projects during Tier 2 project development processes." FRA hasn't proposed a regional governance structure that would facilitate coordination of these interrelated projects over time. RPA is concerned that without a clear understanding of the mechanism for this coordination and/or an entity

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tasked with this role, there is a significant risk for lack of coordination and prioritization of investment among the many Tier 2 projects that will be developed subsequent to the record of decision.

6. **Consideration of community impacts,**: RPA supports enhanced rail service, but also recognizes that the Northeast Corridor runs through very densely populated parts of the country. We hope the FRA and implementing agencies involve communities early in the Tier 2 project development process.

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NEC FEIS Comments - RECORD #734 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Emma
Last Name : Rosasco
Stakeholder Comments/Issues :

Attached please find correspondence from members of the Town of Oyster Bay Town Board regarding the NEC Future Tier I FEIS.

Sincerely,
Emma Rosasco
Assistant to Councilwoman Rebecca Alesia
Town of Oyster Bay
516 624-6364

This message (including any attachments) may contain confidential information and is intended only for the individual or individuals named. If you are not the intended recipient, you should delete this message immediately. If you received this message in error, please notify the sender immediately.

Attachments : NEC Future Tier 1 FEIS.pdf (80 kb)

Town Board of Oyster Bay

TOWN HALL
OYSTER BAY, NEW YORK 11771-1592
624-6300

January 31, 2017

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 Final Environmental Impact Statement (FEIS)

Dear Ms. Reyes-Alicea:

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 FEIS, due consideration as you decide how to proceed.

The Town of Oyster Bay has reviewed the Tier 1 Final Environmental Impact Statement (Tier 1 Final EIS) prepared by the Federal Railroad Administration (FRA) in compliance with the National Environmental Policy Act (NEPA) and other applicable laws and regulations. This letter has been prepared to provide feedback on the Preferred Alternative and the contents of the FEIS for the FRA's consideration in developing the Record of Decision (ROD).

The Oyster Bay Town Board supports the NEC Future's overall goal of upgrading aging infrastructure to improve the reliability, capacity, connectivity, performance, and resiliency of future passenger-rail service while promoting environmental sustainability and economic growth. 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.

Due to the lack of information regarding anticipated adverse effects by Alternative 3 and expressed opposition to this alternative as communicated to the Oyster Bay Town Board by numerous constituents, please be advised that the Town of Oyster Bay is strongly averse to the FRA pursing Alternative 3 as the "Selected Alternative" in the ROD.

We urge you to consider the Town's position in conjunction with the numerous comments objecting to Alternative 3 as evidenced

in the Comment Summary Report for this project. As discussed in the FEIS, the Preferred Alternative focuses investment on the existing NEC to improve reliability by bringing it to a state of good repair and eliminating chokepoints that cause delays. FRA documents indicate that the Selected Alternative documented in the ROD may or may not be the same as the Preferred Alternative described in the Tier 1 Final EIS. However, we believe it is in the best interest of all involved that the FRA ultimately rejects Alternative 3 and selects the Preferred Alternative identified in the FEIS as the Selected Alternative in the ROD.

We await the outcome of your review of the comments submitted during the waiting period on the FEIS as the ROD is finalized and we look forward to continuing participation in the public process for this important project.

Very truly yours,

JOSEPH S. SALADINO
TOWN SUPERVISOR

JOSEPH D. MUSCARELLA
COUNCILMAN

JOSEPH G. PINTO
COUNCILMAN

REBECCA M. ALESIA
COUNCILWOMAN

MICHELE M. JOHNSON
COUNCILWOMAN

NEC FEIS Comments - RECORD #735 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Donna
Last Name : Amatore
Stakeholder Comments/Issues :

I do not support the Federal Railroad Administration's Tier 1 NEC proposal that would devastate legacy farmland, protected wetland and nature preserves, and multiple neighborhoods in Charlestown.

My concern rests with the numerous assumptions made throughout the Tier 1 NEC FUTURE proposal that are never actually quantified with data, yet together constitute the entire argument for this high-speed rail expansion in the first place.

Some of the main assumptions with vague supporting data:

"By 2040, continued population and employment growth in the Study Area is expected to create increasing demand for travel options...."

Exactly which states will have this employment growth? More importantly, what kind of work will make up this employment growth? Part-time jobs are a fast-growing employment sector, but it doesn't require high-speed travel travel.

In other words, does predicted "employment growth" happen in fields where people would actually need to commute by rail? Technology companies are already comfortable with telecommuting and videoconferencing. How many people currently have jobs that 1. require a long commute, 2. especially from one state to another, 3. that wouldn't use telecommuting and videoconferencing? How does this metric compare with overall breakdown of the predicted "employment growth?"

In some parts of the proposal, this new rail line is framed as the response to the predicted population and employment growth. But other sections instead suggest that the mere presence of this new high-speed rail alone will be the catalyst for the claimed population and employment growth.

"Growth in population and employment in the region, combined with changes in the travel preferences..."

Again, a breakdown by state of exactly which regions on the rail would see this sudden uptick in population and employment would be helpful in assessing which areas might benefit from this expansion, versus areas that actually *don't* foresee increased population and employment.

NEC FUTURE claims that "the No Action Alternative does not have sufficient capacity to accommodate projected demand for rail services." Yet the current train service on the NEC never exceeds more than 25% seat capacity on the ride north of New Haven.

Still, Tier 1 insists that "reduced intercity travel time would make rail more appealing" while failing to address ticket prices. Current rail round trip prices from, say, Boston to New York are already comparable with air travel.

Surely a high-speed option would surpass air travel in price. They admit, "Further analyses as to the range of possible revenue and costs and the best balance of service and pricing policy is needed and could be considered in subsequent analyses."

Realistically, it's incredibly difficult to make people change from previous routine. Price is always a consideration, and high-speed rail seems certain to be the most expensive of these three.

Until FRA cites actual user studies supporting the notion that a faster trip equals more riders of rail, this too becomes another wishful assumption.

It also might be interesting to hear the Rhode Island Airport Corporation's thoughts about their own passengers migrating en masse to rail. How does the proposed rail expansion align (or compete?) with RIAC's future state?

For all these reasons, I am opposed to the rail re-routing and expansion in Charlestown. I also question the validity of assumptions made throughout the Tier 1 supporting this expansion.

Sincerely,

Donna Amatore
Cranston, Rhode Island

NEC FEIS Comments - RECORD #736 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Rupert
Last Name : Friday
Stakeholder Comments/Issues :

Federal Railroad Administration
Attn: Ms. Rebecca Reyes-Alicea

Attached is a letter from seven Rhode Island conservation organizations with comments about the Tier 1 Final Environmental Impact Statement NEC Future: A Rail Investment Plan for the Northeast Corridor. Many of the signatories to the attached letter have also submitted individual organizational letters.
Rhode Island Land Trust Council
Audubon Society of Rhode Island
The Westerly Land Trust
Charlestown Land Trust
Hopkinton Land Trust
South Kingstown Land Trust
Wood-Pawcatuck Watershed Association
We respectfully request consideration of our comments and suggestions in your Record of Decision for Tier 1 and during Tier 2 planning.
The Preferred Alternative as currently “illustrated” in the Final EIS does not adequately address or minimize environmental impacts.

We can be reached at the emails and phone numbers that accompany our signatures on the letter.
Please contact us if you have questions about our comments.

Thank you for this opportunity to comment on the Tier 1 Final EIS for NEC FUTURE.

Rupert
Rupert Friday
RI Land Trust Council
rfriday@rilandtrusts.org <mailto:rfriday@rilandtrusts.org>
401-932-4667

Attachments : RI Conservation Community Letter re Tier 1 NEC Final EIS.pdf (182 kb)

PO Box 633
Saunderstown, RI 02874
401-932-4667

January 30, 2017

U.S. Department of Transportation
Federal Railroad Administration
Attn: Ms. Rebecca Reyes-Alicea
One Bowling Green, Suite 429
New York, NY 10004

RE: Comments on NEC FUTURE - Tier 1 Final Environmental Impact Statement

Dear Ms. Reyes-Alicea:

The seven organizations signing this letter include: four local land trusts and a watershed organization (Charlestown Land Trust, Hopkinton Land Trust, South Kingstown Land Trust, The Westerly Land Trust, and Wood-Pawcatuck Watershed Association); and two statewide conservation organizations (RI Land Trust Council, Audubon Society of RI). Several of the organizations signing this letter support and advocate for rail and public transit improvements. We submit the following comments about the **Tier 1 Final Environmental Impact Statement NEC FUTURE: A Rail Investment Plan for the Northeast Corridor**. Many of the signatories to this letter have also submitted individual organizational letters.

We have some serious concerns about, and suggestions for, the proposed NEC rail project as presented in the Tier 1 Final Environmental Impact Statement (Final EIS). We respectfully request your consideration of these issues and suggestions in your Record of Decision and in Tier 2 planning for Rhode Island's section of the rail corridor project. Specifically, we are concerned about the impact that development of the Preferred Alternative will have on lands protected by the state, municipalities, and non-profit organizations for their natural resource, cultural and recreational values. We are also concerned about the impacts on watersheds, wetlands, farmland and forest fragmentation. We detail these concerns below.

1. **Include conservation organizations as stakeholders in the Tier 2 planning and analysis process to ensure attention to protected lands in the final route alignment.** Although several land trusts and The Nature Conservancy are significantly impacted by the proposed new rail corridor in a direct way, they and the other environmental organizations in Rhode Island were not included as stakeholders in the Tier 1 process. We ask that the Federal Railroad Administration, U.S. Department of Transportation and the State of Rhode Island (Departments of Transportation, Environmental Management, and Administration - Division of Planning as well as the State Planning Council which is the Metropolitan Planning Organization for Providence) include the organizations that are signatories to this letter as participating stakeholders during Tier 2 design and evaluation process for Rhode Island's section of the rail corridor.

2. **Tier 1 Record of Decision should expressly require Tier 2 planning and analysis to consider the option of expansion of the existing rail corridor as an alternative** along the "Old Saybrook to Kenyon Bypass" section of the Preferred Alternative when evaluating specific corridor locations and impacts.

There is a Lack of Clarity in the Tier 1 Preferred Alternative Proposal Regarding the "Old Saybrook to Kenyon Bypass." The Preferred Alternative presented in the NEC FUTURE Final EIS includes an "Old Saybrook to Kenyon Bypass" which proposes to create a new rail corridor through Westerly and Charlestown in Rhode Island. The maps that illustrate the Preferred Alternative in Appendix AA of the Final EIS clearly state:

> *"The location shown for new segments is illustrative and represents the information used to analyze effects of the new segment as part of the Tier 1 EIS process; the location of the new segments will be determined in Tier 2 project studies."*[1]

There is similar language in various places throughout the text of the Final EIS including:

> *"The selected alternative will not include decisions about specific alignments ...those decisions will be made in Tier 2 project studies."*[2]

> *"Tier 1 Draft EIS and Final EIS do not consider specific alignments or service plans but rather evaluate representative routes for planning purposes...."*[3]

And this point is stated again with elaboration:

> *"Tier 2 project studies will define the specific alignment that seeks to avoid the use of parklands, recreation areas and conservation areas. Potential options to avoid and minimize effects on parkland resources include shifting the representative route and re-evaluating the proposed construction types identified for the preferred alternative."*[4]

You make a similar statement in your letter of January 10, 2017 to Charlestown Council President Virginia Lee:

> *"...no specific alignments have been chosen; the lines on a map depicting a potential new segment through Charlestown and Washington county are representative in nature. The location and construction type of any new segment would be determined in a Tier 2 project study, when Rhode Island, as the project proponent, would evaluate and identify the best alignment and design based on public input and impacts on resources."*

It is unclear from these statements and unclear in the Final EIS if the Tier 1 Record of Decision for the Preferred Alternative will **preclude** project studies and analysis in Tier 2 from considering the upgrade and widening of the existing rail corridor as a possible location for the additional tracks proposed in the Tier 1 Preferred Alternative. We ask that the Record of Decision clarify this issue. The selection of the optimum alignment in Tier 2 project studies - the alignment which will minimize environmental and cultural impacts and, possibly even the best cost benefit and return on investment - may point to widening of the existing rail corridor as the best and most feasible alternative. This may be the best alignment for avoiding environmental impacts that are unacceptable by the state and communities. We ask that Record of Decision affirmatively state that Tier 2 project studies evaluate widening the existing rail corridor as an option when they are considering the location of specific alignments in Rhode Island.

3. Minimize impacts to protected open space lands and mitigate any unavoidable impacts.

The new rail corridor that is presented "as illustrative and representative" in the Final EIS Preferred Alternative for the "Old Saybrook to Kenyon Bypass" has very dramatic impacts on land that has been protected by land trusts, municipalities and the state. In fact, the "representative corridor" illustrated in the Final EIS passes through the middle of several of the largest tracts of land protected by non-profit organizations in Rhode Island. These include The

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[1] This statement is on every map in Appendix AA Part 1
[2] Final EIS, Page 1-9, Section 1.6
[3] Final EIS, Page 2-3
[4] Final EIS, Page 7.4-17, Section 7.4.9

Westerly Land Trust's Grill's Preserve and Riverwood Preserve and The Nature Conservancy's Carter Preserve. Further, the Final EIS does not accurately report the size of the preserves impacted by the "representative corridor" for the bypass and understates the scope of the impacts on protected lands by the new corridor.

The state of Rhode Island, municipalities, foundations, non-profit organizations and the federal government have made considerable investments to protect these preserves and other properties in Rhode Island's communities for their natural resource (including habitat for rare and endangered species, watershed and water quality protection), cultural, and public recreational values.[5] These investments were NOT made with the intention of creating a "land bank" that could be used as the 'path of least resistance' for new transportation infrastructure such as the proposed new rail corridor being considered for the bypass.

Requirements for the U.S. Department of Transportation to avoid parks and other lands protected with Land and Water Conservation Funding (Section 4(f) and Section 6) were established in law precisely because it is 'logistically easy' and often less expensive for planners to route infrastructure corridors through protected lands. Protected lands should not be viewed as "vacant land" simply because they are undeveloped and have ownership patterns which create a 'path of least resistance' that appears to be an easy route for new transportation infrastructure. This is an unintended consequence of land conservation and should not be exploited when new transportation corridors are being planned.

While some of the lands owned by non-profit land trusts and other non-profit conservation organizations for conservation purposes may not technically require a 4(f) consideration and analysis by the 'letter of the law,' the intention of the 4(f) provision is to protect these types of lands during the design of transportation infrastructure. While the state and municipalities do not own some of the protected lands, they hold conservation easements on most of the lands protected by non-profit organizations. All protected lands should be treated with this same consideration - i.e. as if they were 4 (f) properties. Thus, all protected lands should be avoided by the rail corridor improvements if possible. If protected lands cannot be avoided, the impacts should be minimized and mitigated.

4. Minimize impacts to watersheds, drinking water supplies, and wetlands.

The proposed rail corridor improvements will cross the Pawcatuck River and be constructed within the watershed and its wetlands and over Westerly's sole source aquifer that supplies the town's drinking water. These are very important and sensitive environmental resources that will be impacted by construction and maintenance of the rail corridor improvements presented for the Preferred Alternative in the Final EIS. Impacts to these resources need to be minimized during Tier 2 planning for Rhode Island's rail improvements.

The Pawcatuck, Wood, Beaver, Chipuxet and Queens Rivers are part of the Wood-Pawcatuck Watershed. This watershed and these rivers are in the middle of a three-year study and being considered for inclusion in the National Wild and Scenic Rivers System. The significance of this watershed and these rivers was recognized by the U.S. Congress when it passed the Wood-Pawcatuck Watershed Protection Act in 2014 to initiate this Wild and Scenic River study by the National Park Service. The Final EIS does not recognize the Wild and Scenic status of the watershed and these rivers and the protection that this designation requires during design and construction. Tier 2 planning must require the design of rail improvements to minimize and mitigate any detrimental impacts on these rivers, their wetlands and water quality. Further, the rail improvements also need to be designed to avoid any detrimental impact on Westerly's sole source drinking water aquifer.

5. Minimize impacts to farmland and forest fragmentation.

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[5] These protected lands have extensive trail networks similar to Connecticut's "blue blaze trails." These trails and public recreation values should be given the same consideration as they are in the discussion for Connecticut trails in the Final EIS.

The proposed "Old Saybrook to Kenyon Bypass" in the Preferred Alternative presented in the Final EIS for Tier 1 will have significant impacts on farmland, working farms and could potentially further fragment large tracts of forest in Westerly and Charlestown. Tier 2 planning should ensure that these impacts are avoided if possible and otherwise minimized and mitigated.

Rhode Island has lost over eighty percent of its farmland since the 1940s. Agriculture is an important and growing sector of the state's economy. The state has adopted policies and established initiatives and is investing resources to support and "grow" the agricultural sector of the state's economy and the production of local foods. Large tracts of unfragmented forest are also disappearing in Rhode Island. These areas are critical habitat for birds and other wildlife. It is important that Tier 2 planning for the rail improvements recognize the importance of farmland and large tracts of unfragmented forest and avoid impacts.

We respectfully request that these comments and suggestions are given serious consideration in your Record of Decision and during Tier 2 planning. The Preferred Alternative as currently "illustrated" in the Final EIS does not adequately address these issues and minimize environmental impacts.

We can be reached at the emails addresses and phone numbers following our signatures for further discussion and for inclusion in the Tier 2 design and review process when it begins.

Sincerely

Rupert Friday
Executive Director
RI Land Trust Council
rfriday@rilandtrusts.org
401-932-4667

Kelly Presley
Executive Director
The Westerly Land Trust
execdir@westerlylandtrust.org
401-315-2610

Karen Jarret
President
Charlestown Land Trust
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Marilyn Grant
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cc. Senator Reed
Senator Whitehouse
Governor Raimondo
Peter Alviti, Jr. - Director, RI Department of Transportation
Michael DiBiase - Director, RI Division of Planning & Chair, RI State Planning Council
Janet Coit - Director, RI Department of Environmental Management

NEC FEIS Comments - RECORD #737 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Jonathan
Last Name : Clark
Stakeholder Comments/Issues :

Greetings from Hartford CT: Just a note to say that I not only support any upgrades to service from New Haven to Hartford to Springfield and, ideally, onward to Boston but I also whole-heartedly support the proposed infrastructure improvements along the CT coastline including re-routing sections of the right-of-way where necessary to improve service through my state. Thanks for your consideration of these comments. Cheers, Jonathan Clark [redacted] Hartford CT 06105)

NEC FEIS Comments - RECORD #738 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Greg
Last Name : Stroud
Stakeholder Comments/Issues :

Dear Sir or Madam:

There remains some lingering lack of clarity regarding the precise distinction between comments made during the NEC Future waiting period, apparently still scheduled to end January 31, and comments made after the waiting period, but prior to publication of a Record of Decision.

The Connecticut Trust for Historic Preservation intends to provide extensive, constructive comments, which we believe will significantly strengthen and improve NEC Future planning, but we would like to be certain such comments are submitted in a time and manner which is best suited to fulfill that task. Your help in clarifying this issue, in a timely fashion, would be much appreciated. I know these concerns are shared by both the public and their representatives in Connecticut and Rhode Island.

In addition, prior to submitting the most useful, and best informed comment, we would like to consult materials requested through the FOI on April 4, 2016. At the FRA public meeting held on January 25, in Springfield, MA, we were informed that at least the mapping portion of this request was "already in the mail." Unfortunately, as of January 31 at noon, this material has not yet arrived.

It was a pleasure to meet and speak with you all recently, and I look forward to a constructive dialog moving forward.

Sincerely,
Gregory Stroud
Director, Special Projects
Connecticut Trust for Historic Preservation

NEC FEIS Comments - RECORD #739 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Michael
Last Name : Piscitelli
Stakeholder Comments/Issues :

Hi Rebecca:

Sorry I was not able to get up to Springfield last week. I hope the rest of the meetings go well; I plan to be on the virtual call. Enclosed please find a follow up letter from the City, basically confirming our prior testimony and support for all of your efforts.

All the best,

Mike

Michael Piscitelli, AICP
Deputy Economic Development Administrator
City of New Haven
165 Church Street, 4R
New Haven, CT 06510
(203) 946-2867

Attachments : City of New Haven Letter to FRA Tier 1 EIS 013017.pdf (814 kb)

CITY OF NEW HAVEN

TONI N. HARP, MAYOR

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www.CityofNewHaven.com

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All-America City
SINCE 1958

January 30, 2017

Rebecca Reyes-Alicea
NEC Future Program Manager
Northeast Corridor Joint Program Advisor
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: NEC Future Tier 1 Final Environmental Impact Statement
Copy via email: info@necfuture.com

Dear Ms. Reyes-Alicea:

On behalf of the City of New Haven, thank you for the opportunity to comment on the FRA's Tier 1 Final Environmental Impact Statement for NEC Future.

As noted in prior meetings and in our official testimony of February 15, 2016, the City has expressed grave concerns about potential alignments that would skip around the innovation centers of Stamford, Bridgeport and New Haven. With the Tier 1 Final EIS, we believe the FRA has put forward a preferred alternative for the future development of the Northeast Corridor in a manner that improves the passenger experience and supports the knowledge economy within these important regional centers.

In selecting the preferred alternative, the FRA needed to balance a number of economic, environmental and technical considerations. From an environmental justice perspective, it is therefore important to recognize the potential impacts of the preferred alignment on southeastern Connecticut and southern Rhode Island. We encourage you to move forward to a Record of Decision acknowledging these challenges and making firm commitments to work with the affected communities and to mitigate environmental impacts, as occurred with the electrification of the existing Northeast Corridor in Connecticut. As you may recall, through responsible and careful planning and attention to community concerns, the electrification work was accomplished and the project has gone on to support successful economic development throughout southern New England over many years.

In closing, let me again express our support for the preferred alternative and encourage you move forward to the next phase of technical analysis and, ultimately, with future improvements to the Northeast Corridor.

Thank you for your time and attention to this matter.

Very truly yours,

Toni N. Harp
Mayor

Enclosure: Official Testimony, February 15, 2016

CITY OF NEW HAVEN
TONI N. HARP, MAYOR

PREPARED TESTIMONY OF THE CITY OF NEW HAVEN

RE: NEC Future Tier 1 Draft Environmental Impact Statement, Federal Railroad Administration

February 15, 2016

I. Summary

The City of New Haven ("City") respectfully offers this official testimony concerning the above-referenced draft Tier 1 environmental impact statement ("DEIS") for NEC Future. The City appreciates the work of the Federal Railroad Administration ("FRA"), its consulting partners and the many stakeholders who have developed the alternative scenarios for short-term and long-term investments along the Northeast Corridor.

The DEIS looks broadly over the entire Northeast Corridor system. While no single alternative truly captures the essence of New Haven's core objectives, namely dramatically improved commuter travel time to New York City together with improved travel time and more frequent service to Washington and Boston, the DEIS does advance a technical and analytical framework to make important decisions concerning the future of the Northeast Corridor.

Following careful review of the analytics for cost-to-passenger benefit, environmental impact and other factors, the City makes the following recommendations: (1) travel time and service frequency should be improved dramatically between New Haven to New York City along the existing Coastal

Route[1], upgraded beyond traditional state-of-good-repair investments to transform operating performance; (2) travel time and service frequency to and from Washington and Boston should be improved along on the Coastal Route, the Hartford-Springfield route and, if feasible, a Long Island tunnel, even though these alignments may not achieve the very highest operating speeds; and (3) the Central Connecticut alignment should no longer be considered and should not advance to the Tier 2 stage.

These recommendations are consistent with the City's forward thinking vision for sustainable development and, more importantly, are consistent with the interests of the United States by supporting economic growth, environmental protection and sustainable communities throughout the Northeast.

II. Context

The City of New Haven, City of New London, City of Norwalk, City of Bridgeport and City of Stamford ("the Cities") filed a joint letter dated October 19, 2012 to the FRA concerning NEC Future. At the time, the Cities offered that economic development should be a primary assessment factor; that the existing shoreline route should be a fully assessed alternative; that state of good repair should be a component of Phase 1 investments; and that operations and governance reform may be a mechanism to increase capacity and utility of the shoreline route. The DEIS does in fact consider all of these factors; however, the City offers the following points-of-emphasis in further support our three recommendations:

(a) Economic Growth. The City is the socio-economic center of south central Connecticut and among the fastest growing cities in New England in terms of both population and economic significance. For the first time since 1991, there are over 80,000 jobs in the City, making up approximately a quarter of the jobs in the New Haven MSA. Economic drivers in higher education, the life sciences, advanced manufacturing, IT, and supporting service industries are catalyzing new job growth. The knowledge-based economy, furthermore, is concentrating in the City and elevating our profile nationally and globally. In New Haven, Yale-New Haven Health System (YNHHS) and Yale University are also national leaders in their respective sectors.

YNHHS is the 4th largest hospital in the country, with 1,541 beds and 12,100 employees, making it the second largest employer in the region. YNHHS is widely considered one of the best hospitals in the United States, and is nationally ranked in 8 of 18 specialties by *U.S. News & World Report*. In

[1] The "Coastal Route" refers to the existing Northeast Corridor along the shoreline of Long Island Sound between New York and New Haven, CT.

2014, YNHHS had 78,529 inpatient discharges and 1.2 million outpatient encounters. In 2008, YNHHS opened its renowned Smilow Cancer Hospital in 2008 and is one of only 45 comprehensive cancer centers in the United States, as recognized by the National Cancer Institute.

Yale University, with 14,000 employees and over 12,000 enrolled students, is a global leader in higher education. Yale recently opened its new School of Management building, adding 200 students. In addition, Yale is building two new residential colleges, which will cost $600 million to construct and add 800 additional students, faculty and staff. New Haven's universities also provide a platform from which the City can compete in the global arena. For example, Yale has $360 million in federal R&D obligations, which ranks 14th nationwide, and its Cooperative Research Technology Transfer program has been instrumental in attracting new biotechnology companies to the region. Additionally, Yale has produced some 40 new start-up companies in Greater New Haven. These companies have attracted over $3.6 billion in private capital.[2]

The Yale School of Medicine ranks in the top 20 for NIH funding, placing New Haven in class with Nashville, Raleigh-Durham and other mid-sized cities with advanced technology centers. With the Yale School of Medicine driving growth, greater New Haven is now the 2nd largest biotech cluster in all of New England. This year, Alexion Pharmaceuticals relocated and expanded to the newly-constructed 500,000 s.f. med/lab office building at 100 College Street in the heart of the medical district. This is the first development at Downtown Crossing, the City's long-term USDOT TIGER-supported transformation of the Route 34 corridor from an expressway that separates neighborhoods to traditional urban street blocks that connect neighborhoods. The second development, at the 4.5-acre Coliseum site, will result in 1,400 additional jobs at a new 1.1 million s.f. mixed use, transit-oriented community, also within close proximity to Union Station.

Alexion's relocation to New Haven offers important lessons to the future economy as concentrated job growth fuels demand for new housing and for transit services. There are over 2,000 residential units in the City's development pipeline. The most recent project to open (with 160 units) is located just one block away from Alexion's new home. Moreover, housing demand is moving beyond the traditional Downtown district and into the surrounding neighborhoods of Wooster Square and the Hill, both within walking distance of Union Station.

The increase in residential density and the aggressive push to create jobs is entirely consistent with the goals and objectives of the HUD-DOT-EPA Interagency Partnership for Sustainable Communities ("the Partnership"). The City is honored to collaborate with the Partnership as we

share a common vision for affordable housing and transportation while preserving the environment. Our Hill-to-Downtown Community Plan was formulated with federal and state sustainability grants. The plan calls for the dramatic transformation of the area around Union Station, which is now characterized by deteriorating housing and surface parking lots. The plan is now being implemented and, at full build, will result in over 1,400 housing units, up to 1.0 million s.f. of commercial space and 2,500 new jobs.

The City requests that both Downtown Crossing and the Hill to Downtown Plan are added to Table 7.20-5 of the DEIS and are fully-considered in the context of the City's recommendations.

In no uncertain terms, New Haven is growing in a forward-thinking manner that focuses on all aspects of the Partnership's vision – housing, the environment and transportation. This growth is concentrated in close proximity to employment centers and is not dispersing throughout the region. The DEIS Central Connecticut alignment, if it were to move forward, would have a deleterious effect on our responsible growth trajectory and damage our shared-vision with the Partnership for a more sustainable future.

(b) Coastal Route. The City, as with many other stakeholders along the existing Northeast Corridor in Connecticut, is concerned that the DEIS does not fully support the transformation of this Coastal Route with higher-speed, higher-capacity passenger rail services. Based on analytics presented in the DEIS and on further work by the Regional Plan Association, one-hour service to and from New Haven and New York should be our goal and should be advanced to the Tier 2 level. New Haven is part of the Greater New York Combined Statistical Area (24 million residents), indicating the super-regional nature of greater New York and its influence on local economic conditions. In 2015, the MTA Metro-North New Haven Line set a new record with 40.3 million passengers over the course of the year.

From an inter-city perspective, New Haven also is the historic center of Amtrak service in Connecticut. Following electrification of the line easterly to Boston and following recent years of economic growth, Amtrak service has grown significantly. With over 700,000 annual passengers, New Haven is now a Top 10 station for the entire Amtrak system.

There remains, however, a significant unmet market demand to and from Washington, DC. According to analyses prepared for Tweed-New Haven Airport, only 56% of passengers take

[2] Statistics collected and reported as part of the City's Official Statement, 2015

Amtrak out of New Haven to reach the Washington/Baltimore market.[3] Instead, passengers are forced to use airports inconveniently located in other cities as Tweed does not serve to Washington, DC. The final EIS can set forth a pathway for achieving enhanced service to New York City and Washington, which is to say that we must go beyond the "No Build" state-of-good-repair projects and instead fully explore solutions to choke points along the NEC, particularly in Connecticut where the basics alignment is already in place, and where the cost-effective application of capital will have the greatest beneficial impact on current and (as a result of the capital investment) induced users of the NEC.

The City further supports the State of Connecticut in its efforts to develop the Hartford-Springfield Line, which will open up a high-speed connection to Hartford on an existing rail corridor. The City likewise supports efforts to further extend this line to Boston through Springfield. This historic inland alignment is a more appropriate alternative than the new Central Connecticut route, which has far more significant environmental impacts in our state.

(c) Operations and Governance. Representatives from New Haven attended NEC Future events in Rocky Hill, Boston, Mineola, Hartford, New Haven, and Washington DC as part of this process. We likewise met with leadership teams from MTA Metro-North and Amtrak during this same time frame. Following these consultations, the City fully appreciates the challenges associated with operations and governance of the Coastal Route. Requests for enhanced service (let alone improved travel speed) are complex and daunting undertakings with no clear starting point.

The City strongly believes that the FRA and NEC Commission must provide national-level leadership and establish a collaborative problem-solving approach in order to achieve the desired outcomes, specifically the coordination of capital investments and service plans leading to 60+ minute service between New Haven and New York City, together with allocation of track for more frequent high speed intercity service to Boston and Washington.

III. Cost to Benefit

From a cost-benefit perspective, the DEIS indicates that the Alternative 3, Central Connecticut alignment will cost approximately $300 billion for initial construction. This is a staggering investment, particularly when considered against more cost-effective opportunities. There is an existing platform of current and planned investments that should be shared with the future high-speed service(s) contemplated in the DEIS.

[3] Tweed New Haven Airport, 2015.

The State of Connecticut is investing $1.4 billion on the New Haven Rail Yard Facilities Improvement Program, which is transforming the Rail Yard into a fully functional facility supporting rail transit service well into the twenty-first century. Already, the Rail Yard has been expanded to 74 acres to meet the needs of Metro-North, Amtrak and future services. Amtrak has made major investments in the Rail Yard and in commercial space in New Haven that would need to be replicated somewhere else in the NEC system, if the City did not remain the central hub in the system. For example, Amtrak handles routine maintenance and equipment repair in the Rail Yard. The facility also provides an opportunity for "running repairs" to quickly address minor issues on trains that are in-service without having to take the train out of service and disrupt the journeys of hundreds of passengers. The City, therefore, encourages the FRA to look not only at capital and operating costs, but also the potential for cost avoidance through more efficient use of existing systems.

Likewise, it is important to recognize and support the dramatic changes coming with the Hartford-Springfield Line. This is a high-speed service bolstered by a state/federal investment of $643 million to provide direct connections at Union Station in New Haven. Connecticut has identified this and other key projects in Let's Go CT!, a 30-year investment plan that needs to be advanced to Tier 2.

The annual operating and maintenance cost analysis does not support the Central Connecticut route. With estimated annual operating costs of $2.2 billion, the analysis presents aggressive revenue projections in order to estimate an operating profit of $445 million. On a cost per passenger mile basis, this investment is equally troubling as the margins are simply too narrow to be used as a basis for a $300 billion capital investment. Our focus in Tier 2 should again return to the Coastal Route and Hartford-Springfield line. With time-tested service models, the financial forecast can be measured against historical trends and economic growth. Moreover, an Obama Administration report validates the prudence and economic benefits of investment in the existing infrastructure:

> *"One important finding from the economic literature on the economic impact of infrastructure investments is that, in countries like the U.S. where a relatively well-developed transportation network already exists, the highest return investments will*

often arise from the maintenance of existing infrastructure, rather than from investments in new infrastructure."[4]

IV. Environmental Impact

We call your attention to the significant environmental impacts associated with the Alternative 3 route through Central Connecticut, which is anticipated to affect over 42,000 acres of developed land and another 30,000 acres of undeveloped land.[5] Such a pronounced change in development in largely rural portions of Connecticut is inconsistent with the State of Connecticut's *Conservation and Development Policies*, which calls for the State to "conserve and restore the natural environment, cultural and historical resources and traditional rural lands."

While the report strives to estimate changes in land use patterns, the City calls more specific attention to the adverse impacts associated with urban sprawl. Not all growth leads to beneficial social and economic outcomes. The highly-regarded Victoria Transport Policy has looked at this issue specifically in relationship to transportation investments:

"This analysis indicates that sprawl imposes more than $400 billion in external costs and $625 billion in internal costs annually in the U.S., indicating that smart growth policies which encourage more efficient development can provide large economic, social and environmental benefits."[6]

In this context, we trust the FRA will more fully understand New Haven's concerns about the Central Connecticut alignment. The City is working extremely hard to re-build the density lost during urban renewal and the suburbanization of the last century. Connecticut now places a high emphasis on its existing urban centers, with focused reinvestment in center cities, inner ring suburbs and transit-rich environments.

One of the "new markets" presented is the University of Connecticut, our flagship university. UConn is located in a rural portion of our State, characterized by low-density and low-impact development. Public utilities (particularly natural gas and sanitary sewer) are limited. A sprawl-inducing high-speed rail line is not in keeping with the rural landscape and character of northeast

[4] The White House, "Recent Examples of the Economic Benefits from Investing in Infrastructure," November 2011, page 15.
[5] DEIS Page 7.2-5.
[6] Litman, Todd, "Analysis of Public Policies that Unintentionally Encourage and Subsidize Urban Sprawl," Victoria Transport Policy Institute and LSE Cities, March 2015,

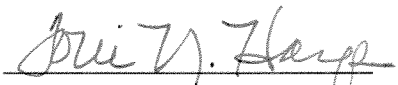
Connecticut. Rather than encouraging urban sprawl, Tier 2 should advance Connecticut's policy objectives and avoid the unintended consequences of urban sprawl.

V. Closing

Thank you for your consideration of the City's comments on the DEIS. We again urge your support for Connecticut's center cities by focusing your recommendations on the existing Coastal Route and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs. In no uncertain terms, the bypass alignments will have adverse effects on our community; do not support the knowledge-based and innovative economies of southern Connecticut and do not merit further consideration by the FRA.

Respectfully submitted,

CITY OF NEW HAVEN



Toni N. Harp
Mayor
City of New Haven
165 Church Street
New Haven, CT 06510
(203) 946-8200

NEC FEIS Comments - RECORD #741 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Susan
Last Name : Fuller
Stakeholder Comments/Issues :

I am writing again in opposition to the Kenyon to Old Saybrook Bypass. It is just too destructive for too little gain and really no benefit to those of us most impacted.

We are not against improving high speed rail. The Acela is already traveling around 100 miles per hour in Charlestown. Keeping the train in its current alignment would save over a billion dollars in Charlestown alone.

An investment in rail is very welcome and overdue. But the cost of this plan is too high in terms of the environment and damage to historic communities. If only some of the money proposed for the FRA plan were invested in present rail structures, bridges, and rails we could achieve faster and safer rail travel now and not have to wait years for the FRA plan. If we were investing and improving now, we could achieve high-speed rail without the damage to the environment and communities.

For example, there are two road crossings that the train is still making in Stonington, putting citizens lives at risk with only seconds to get out of a stalled car before a train crosses the road. A bridge over the Connecticut River where the train must slow down to 35 miles per hour because of the poor condition of the bridge. These are changes we should be making now.

The current plan is too expensive, too destructive and too lacking in real benefit to southwest Rhode Island and southeast Connecticut, to be considered as a viable option.

The railroad should seek improvements in speed and safety by staying within the current right of way.

Thank you,

Susan Fuller
[redacted]
Wood River Junction, RI 02894

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

Gina M. Raimondo
Governor

January 30, 2017

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

Dear Ms. Reyes-Alicea:

I am writing in response to the Federal Railroad Administration's ("FRA") NEC FUTURE Tier 1 Final EIS.

I am highly supportive of the NEC FUTURE effort to improve the safety, speed, and frequency of rail service along the Northeast Corridor ("NEC"). The NEC is a critical link that enables commerce and tourism in our region. Every day, Rhode Islanders travel the Northeast Corridor to attend business meetings, visit friends and family, and explore attractions around the region. We owe it to them to invest not only in core safety and maintenance along the corridor, but also improvements that will drive our economy forward.

I agree fully with the Tier 1 Final EIS's recommendation that Providence remain a major hub. This is a recognition of the importance of Rhode Island's deep commercial connections to the broader Northeast economy. As I stated in my letter from the Draft EIS stage, improving speeds along the Corridor so Rhode Island residents and businesspeople can have better access to Boston, New York, and Washington, DC – and so those cities can better access our assets – is also a priority that will further strengthen Rhode Island's economy. Increasingly, companies are opening multiple offices along the Corridor, taking advantage of concentrations of local talent in Providence and elsewhere. Enabling these companies – such as GE, which is headquartered in Boston and has recently opened its Digital headquarters in Providence – to take rail service that moves at the speed of business will enhance Rhode Island's competitiveness.

Though I fully support the critical aspects of the NEC FUTURE Tier 1 Final EIS referenced above, I do not support the Rhode Island portion of the Old Saybrook-Kenyon Bypass as it is currently proposed.

The route the Bypass takes in Rhode Island cuts through environmentally sensitive conservation land, drinking water resources, Narragansett Indian tribal land, family farms, and historic districts. I encourage FRA to move any decisions on realignment through this segment of Rhode Island into a Tier 2 process, which will allow for a more complete evaluation of these legitimate environmental and community concerns.

Our regional economy demands access to modern, high-speed rail, and my support for this overall effort has never been stronger. I am confident that with further community engagement, the benefits of safer, faster rail can be realized without compromising our natural and community resources.

Sincerely,

Gina M. Raimondo
Governor

OFFICE OF THE GOVERNOR
State of Rhode Island and Providence Plantations
State House
Providence, RI 02903-1196

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Rebeca Reyes-Alicea
U.S. DOT - FRA
One Bowling Green
New York, NY
10004

AAA1FEB 10004

NEC FEIS Comments - RECORD #743 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Jeanne
Last Name : Minner
Stakeholder Comments/Issues :

To Whom it May Concern:

In reviewing the Preferred Alternative and NEC FUTURE Tier 1 Final Environmental Impact Statement (December 2016), I was elated to see that a new passenger rail station in Elkton was included in the Alternatives. However, I was dismayed to see that the new segment and station is shown to the north of Elkton, outside of the corporate limits, completely bypassing the location of the former passenger rail station in downtown Elkton.

The Town of Elkton has long supported the restoration of passenger rail service to downtown Elkton. Most recently, The Town collaborated with MTA, Cecil County Government, and Wilmapco on the "Elkton Rail Feasibility Study" (June 2012). This technical study identified an operating scenario with track changes that allows MARC commuter rail service to access a new Elkton platform and station. The environmental review (NEPA) revealed no immediate environmental constraints to constructing this project and providing operating services. Ridership modeling, conducted by Wilmapco, indicated that about 152 riders would use the station in 2040. The construction cost estimate totaled about $21 million to build the station and associated track work.

It is important to take into consideration the economic and land use impacts of future rail improvements on existing communities. Elkton is the County Seat and the largest town (15,000+ population) in Cecil County. The town was previously served by passenger rail for a period of time up until the early 1980s. Restoring passenger rail service to downtown Elkton is critical not only for sustainable economic development, but for crucial regional connections to Union Hospital, the Circuit Court, the Maryland Multi-Service Center and Cecil College. Restoring passenger rail service is identified as a goal in Elkton's Comprehensive Plan (2010), Downtown Master Plan (2003), and Transit-Oriented Development Plan (2011) and is consistent with the vision of the Cecil County 2010 Comprehensive Plan.

Because the Elkton Rail Feasibility Study concludes that expanded MARC service to downtown Elkton is feasible, it may be more timely and cost-effective for AMTRAK to consider locating the new Elkton Amtrak Station in downtown Elkton consistent with Maryland's smart growth policies, while preserving farmland and open space.

Sincerely,

Jeanne D. Minner AICP

Jeanne D. Minner AICP
Director of Planning
Town of Elkton
100 Railroad Avenue

Elkton, MD 21921
(410) 398-4999
Jeanne.minner@elkton.org<mailto:Jeanne.minner@elkton.org>

NEC FEIS Comments - RECORD #744 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Jill
Last Name : Whitney
Stakeholder Comments/Issues :

Dear Federal Railroad Administration:

I am writing to join the chorus of voices objecting to the ill-conceived Old Saybrook CT to Kenyon RI bypass you propose in your NEC Future plan.

I am appalled by the process by which the FRA seems to be trying to ram this through with no local support--and even more by the idea of spending so much taxpayer money on a project that will do so little to improve rail service. I certainly agree that improvements to rail service are needed, but the bypass proposal is NOT the way to go about making them.

The bypass you propose will do unspeakable damage to the communities of the Connecticut shoreline. These towns are thriving due to their historical, cultural, and natural assets--which a new rail route would decimate. You would be spending billions of taxpayer dollars to *harm *our state.

The money would be infinitely better spent on repairing and improving the current rail route and/or on a new rail line to the east of Hartford, which would provide needed rail service to students at UConn and economic benefit to the struggling towns of northeastern Connecticut (assuming there would be stops in those places).

This entire region of southeastern Connecticut implores you to remove the Saybrook-Kenyon Bypass from the NEC Futures plan immediately.

Yours,
Jill Whitney
Old Lyme, CT

PS I am sending a copy of this letter to Senators Blumenthal and Murphy and to Congressman Courtney. I keep in touch with my representatives in Washington to help ensure that they continue their unanimous determination to eliminate this expensive, destructive bypass proposal.

NEC FEIS Comments - RECORD #746 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Kenneth
Last Name : Payne
Stakeholder Comments/Issues :

Gentlepersons,

Attached is my feed back on the FEIS for the NEC Future project.
I am requesting a clarifying change to section 1.3.6.
Thank you for taking this request into account.

Sincerely yours,
Kenneth F. Payne
[redacted]
Carolina, RI 02812

"Feed Back" of Kenneth F. Payne
on the

NEC FUTURE
Tier 1 Final Environmental Impact Statement

January 31, 2017

I am a resident of Richmond, Rhode Island, a town that would be impacted by the representative route of the NEC Future project and user of conserved lands the would be affected by the representative route. I also travel by rail frequently to Providence and Boston and less often to New York and Washington, DC, and west.

I find that the overall decision regarding the preferred alternative was sound; although I believe that the alternative of a high speed rail connection between Providence and Hartford was more exciting and would have been a superior choice both in the economic benefits of connecting three state capitals/major metropolitan areas, about 78% of New England's population lives in its southern three states, and in its contribution to the larger pattern of New England transportation infrastructure.

Nevertheless, I find the Tier 1 Final Environment Impact Statement (FEIS) defective as now written and inappropriate for a record of decision (ROD) adopting as it now is. I believe this defect can be easily corrected; the correction involves an explicit clarification of the effects of a Tier 1 ROD on what can be considered in Tier 2 to avoid or, if avoidance is not feasible, to minimize impacts on the human environment.

If the Old Saybrook to Kenyon New Segment, the "bypass"--a term without definition in the glossary, is hardwired into the preferred alternative through the Tier 1 FEIS, then the environmental impacts of the "bypass" should be adequately analyzed before a ROD. If other means, which might not be characterized as a "bypass", can be used in Tier 2 to address necessary capacity improvements without substantial increases in travel times, then it appears likely that environment impacts in Rhode Island can be largely avoided or minimized.

Language could be added to section 1.3.5 or 1.3.6 to accomplish this clarification. Given the content and flow ideas in these to sections, I believe 1.3.6 would be the more appropriate, although the section title of section 1.3.5 is more apt. I offer the following clarifying language for consideration; at the end of section 1.3.6 add the paragraph:

> "In Tier 2, means other those shown in the Tier 1 representative route may be used to avoid or minimize impacts to the human environment that would arise from implementing the Tier 1 representative route and to provide for consistency with state and local plans in effect at the time of record of decision on the Tier 1 Final Environmental Impact Statement or duly adopted

> thereafter but prior the record of decision on an applicable Tier 2 Final Environmental Impact Statement. Such other means shall be responsive to needed capacity improvements and shall not result in substantially increased travel times, especially for high-speed rail, beyond those set forth in the Tier 1 representative route for the segment. The other means may be, in whole or in part, within the footprint of the existing NEC."

Language such as this would enable state and local officials to make the massive, complex NEC Future project to work on the ground, as critical is in Tier 2 and is beyond the scope of what can be accomplished in Tier 1; yet this language does not compromise high level decisions that are appropriate to Tier 1.

The Old Saybrook to Kenyon New Segment, the "bypass", in the form of the Tier 1 representative route is clearly at odds with adopted state land use and rail transportation plans in Rhode Island.

Land Use 2025, April 2006, is the state's land use plan (adopted in accordance with the RI Administrative Procedures Act (RIGL ch. 42-35) by the State Planning Council, which is also Rhode Island's metropolitan Planning organization (MPO). *Land Use 2025* seeks to sustain an "urban – rural distinction" in the state through a statewide system of green space, community design, and infrastructure and to do this through "holistic approaches to planning" (p. vii). It holds that prime farmland should be maintained in production--the FEIS representative route would cut a succession of farms in two, and there is no plentitude of farmland in the state, so the impacts would likely be a permanent diminution of resource value. In rural areas, *Land Use 2025* points to the "Danger of loss of agricultural lands as well as of loss overall rural, open space character and unfragmented forest" (p. 3-4). The Plan calls for "context sensitive solutions in designing transportation infrastructure improvements" (p. 3-34).

Land Use 2025 points to the Pawcatuck Borderlands, of which Richmond, Charlestown, and Hopkinton are a part, as an instance of human use "encroaching on . . . presently the largest unfragmented forest in the urbanized Northeast corridor between Boston and Washington, DC. . . . The Future Land Use 2025 map considered 'forestlands (greater than 300 acres)' as a key resource" (pp. 3-29 – 3-30). The FEIS representative route blasts through two different properties held by conservancies that are above this size threshold.

Suitability factors for deciding what areas in Rhode Island have natural resource value include surface water, agricultural lands, major forests, and ground (p. 4-9) all of which would be impacted by the FEIS representative route. Furthermore the Old Saybrook to Kenyon FEIS representative route does not square well land use policies 2, 3, 4, and 5 in *Land Use 2025* (p. 2-9).

By statute (RIGL § 45-22.2-9) local comprehensive plans must be consistent with state guide plan elements, of which *Land Use 2015* is one. In January 2016, the State

Planning Council adopted Comprehensive Planning Guidance for Natural Resources for local officials to use in preparing and revising their community's comprehensive plan. Areas to be addressed in accordance with that guidance are: surface water and watersheds; groundwater areas including aquifers, reservoirs, recharge areas, and well head protection zones; wetlands; flood plains, forested areas; agricultural solid, habitat areas; scenic landscapes, and coast beaches and other coastal features including salt ponds and marshes as defined by the CRMC. Only the last of these resource areas would not be significantly impacted by the FEIS representative route, the "bypass".

The State Rail Plan (2014), another element of the state guide plan, predicted that the Providence to Boston segment of the Northeast Corridor would exceed capacity by 2020 (p. 5.6). It looked to the experience of the Freight Rail Improvement Project, completed in 2006, as a practical way to address capacity challenges in Rhode Island (p. 5.6). It went on "If additional trains are required [by Amtrak] to meet demand, capacity constraints may arise . . . over portions of the Northeast corridor where third track was not implemented" (p. 5.16). The Goals, Objectives, and Implementation Activities section of the plan recommended, "planning level analysis of a third track from T.F. Green Airport south to add capacity to accommodate commuter and freight rail movements."

Finally, the *Freight Forward RI, the Freight and Goods Movement Plan*, approved by the State Planning Council in December 2016, while acknowledging the "bypass," includes the following in the State's "Non-Roadway Investments and Priority" table (Table 53, p. 165): "Initiate a study to investigate the feasibility and cost of adding a third track along the Northeast corridor to increase operational flexibility of commuter and freight rail service." The priority given to this strategy is high.

While Amtrak's issues with capacity and speed and those looked in the *Freight Forward* are different, they are also as a practical matter indivisible. They need to be addressed together and solved as a package. A variant on the third track approach using the NEC existing footprint might well be the way to avoid and minimize environmental impacts in Rhode Island. This is clearly a Tier 2 matter, and it is precisely to enable such work fully that the current FEIS for Tier 1 needs explicit clarification prior to a ROD. Hardwiring the "bypass" in Tier 1 creates problems in Rhode Island rather than solves them.

Respectfully submitted,

Kenneth F. Payne
[redacted] Carolina, RI 02812

NEC FEIS Comments - RECORD #747 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Kimberly
Last Name : King
Stakeholder Comments/Issues :

Dear Ms Reyes- Alicea,

Please find a letter from State Senator Formica regarding the NEC FUTURE Amtrak Bypass plan for your consideration.

Thank you,
Kim

Kimberly King
Legislative Aide to Senator Paul M. Formica
Kimberly.king@cga.ct.gov<mailto:Kimberly.king@cga.ct.gov>
(860)240-8371

Attachments : letter to NEC FUTURE Jan. 31 2017.pdf (225 kb)

SENATOR PAUL FORMICA
TWENTIETH SENATE DISTRICT

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Capitol: (800) 842-1421
E-Mail: Paul.Formica@cga.ct.gov
Website: www.SenatorFormica.com

State of Connecticut
SENATE

ASSISTANT SENATE REPUBLICAN MAJORITY LEADER

CO-CHAIR
APPROPRIATIONS COMMITTEE
ENERGY & TECHNOLOGY COMMITTEE

MEMBER
COMMERCE COMMITTEE

January 31, 2017

Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor Joint Program Manager
US DOT, Federal Railroad Administration (FRA)
One Bowling Green, Suite 429
New York, NY 10004

Dear Program Manager Reyes- Alicea,

Thank you for this opportunity to voice my strong opposition to the "Amtrak Bypass" portion of the NEC FUTURE plan. The devastating effect this bypass will have on our coastal small communities from Old Saybrook to Mystic and beyond is immeasurable.

Rather, I suggest resources and focus be on improving existing rail lines, including commuter rail services in both ridership and locations. Most importantly, improve the safety concerns of the small crossings that exist along the Connecticut beautiful shoreline.

Our delegation is united in opposition and I sincerely hope you will reconsider and withdraw this bypass option from the plan.

The result of this "discussion" has already had a negative impact on our region's economics, generated concerns for our environmental future, and has created unnecessary uncertainty to our residents quiet enjoyment of their properties.

Thank you and please don't hesitate to call if I can be of future service.

Best,

Paul M. Formica
State Senator, District 20

NEC FEIS Comments - RECORD #748 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Wendy
Last Name : Wenner
Stakeholder Comments/Issues :

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

Please find the attached response on behalf of Mr. Stephen Gardner, Executive Vice President, Amtrak.

If you have any further questions, feel free to contact us.

Thank you.

cc: Rebecca Reyes-Alicea
Janet Campbell-Lorenc
Karen Gelman
Jeff Gerlach
Thomas Moritz

WENDY WENNER
AMTRAK - Planning, Technology, and Public Affairs
The OFFICE of THE EXECUTIVE VICE PRESIDENT
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Attachments : SJG USDOT_NECFUTURE+31Jan17.pdf (482 kb)

NATIONAL RAILROAD PASSENGER CORPORATION
60 Massachusetts Avenue, N.E., Washington, DC 20002

SENT VIA EMAIL

January 31, 2017

STEPHEN J. GARDNER
Executive Vice President
Planning, Technology, and Public Affairs

NEC FUTURE
U.S. Department of Transportation
Federal Railroad Administration
1 Bowling Green
Suite 429
New York, NY 10004

RE: FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE NORTHEAST CORRIDOR

Amtrak is pleased to submit comments to the Federal Railroad Administration (FRA) on the Final Tier 1 Environmental Impact Statement (FEIS) for the Northeast Corridor. This document is part of NEC FUTURE, a comprehensive planning effort to define, evaluate and prioritize NEC passenger rail investments. The FRA's intent is to issue a Record of Decision (ROD) following this comment period. As per National Environmental Policy Act (NEPA) requirements, the ROD will memorialize the FRA's recommendations for a Selected Alternative and will be used to review the consistency of subsequent infrastructure investment projects on or affecting the NEC. After thorough review of the FEIS, as well as the previous Draft EIS, Amtrak provides the following comments.

1. Potential FRA Constraints on the Tier 1 Record of Decision (ROD) Are Too Prescriptive

In FEIS Volume 1, Chapter 10: Phasing and Implementation (page 10-9), FRA stated it may dictate service and performance characteristics as part of the Selected Alternative:

- FEIS Excerpt: … *"In the ROD, the FRA may define the service and performance aspects of the Selected Alternative as a starting point for subsequent Tier 2 project studies. It is the FRA's intent to define these characteristics in such a way as to set standards for use in developing alternatives in Tier 2 project studies. In addition to bringing the NEC and Hartford/Springfield Line to a state of good repair, the following are examples of the types of service and performance characteristics that the FRA may identify as part of the Selected Alternative in the ROD:*

- *The service capacity, frequency, type, and travel-time targets along the NEC between Washington, D.C., and New York City, New York City and Boston, and New York City and Springfield,*

- *Design speed goals of 220 mph for new segments and 160 mph for new and upgraded track on the existing NEC,*

- *Station function and capacity features."*

In the same chapter, FRA also proposed a commitment to avoiding certain infrastructure and engineering

solutions based on stakeholder input received during the Tier I process:

- FEIS Excerpt: …*"In addition to requiring consideration of specific aspects of the Tier 1 decision in subsequent Tier 2 project studies, the FRA's ROD may identify specific commitments. These commitments would reflect stakeholder and regulatory agency input received during the Tier 1 process. Proposed commitments include the following:*

- *Avoiding substantial crossings of National Wildlife Refuges (such as the crossing shown in Alternative 3 in the area of Patuxent Research Refuge) and minimizing impacts to National Wildlife Refuges,*

- *Avoiding use of an aerial structure in the historic district of Old Lyme, CT."*

Amtrak's experience indicates that the above types of commitments and constraints are inappropriately prescriptive for a programmatic EIS and strongly urges that they not be part of the ROD. Rather, the ROD should lay the groundwork and provide all stakeholders enough flexibility to contribute to the upcoming Service Development Plan and the Tier 2-level engineering and environmental analyses that will need to occur prior to infrastructure construction.

Amtrak is particularly concerned that FRA's suggestion to avoid certain infrastructure or engineering approaches in New England will prohibit a solution that may be the most context-sensitive option for the region. NEC stakeholders would not be served well by this approach. Amtrak advocates for an ROD that stresses the need for consistency with the Tier 1 programmatic objectives rather than one that proscribes, prohibits, or indicates an affinity for or against specific elements and approaches.

The Value of Transformative High-Speed Rail Is Understated

Amtrak's analysis indicates that the FRA substantively understated the benefits and commercial viability of a transformative high-speed rail service in the Northeast Corridor due to assumptions used in estimating the NEC FUTURE ridership and fare revenue forecasts, as described below:

- *Rail Service Attributes.* The FRA assumed that a new type of rail service, dubbed "Metropolitan," would be added to the Northeast Corridor mix of *Acela Express*, *Northeast Regional* and commuter rail services. The Metropolitan service was planned to serve more stations than the *Northeast Regional* while operating at higher speeds and with fare prices 30% lower. At the same time, fares for faster express trains were envisioned to stay the same as today's *Acela Express* service. These combined assumptions resulted in "pushing" ridership and revenue to the Metropolitans, and away from the express trains, in a way Amtrak finds infeasible.

- *Price Sensitivity.* The FRA assumed that travelers in the U.S., as compared to travelers in Europe with experience using high-speed rail, are significantly more price-sensitive when choosing between rail services (express vs. non-express) and care less about travel amenities – such as comfort, space and convenience – when choosing between intercity travel modes (auto, air, bus, or rail). Amtrak's

experience operating the NEC, as well as its detailed analysis conducted for the 2012 report, *The Amtrak Vision for the Northeast Corridor*, indicate otherwise.

- *Travel Time.* The FRA assumed that non-business travelers in the U.S. care less about saving time by choosing a faster rail trip than their European counterparts. Amtrak's analysis and research indicate otherwise.

Amtrak's analysis suggests that FRA was too cautious in its evaluation of the impacts NEC enhancements could have on other travel modes. The evaluation did not adequately consider the benefits of reducing congestion for highway users or air travelers, benefits which other research studies have demonstrated are significant. By not including a comprehensive analysis of high-speed rail within the context of the region's multimodal network, Amtrak's analysis indicates that FRA presented only a partial view of its potential.

2. The Metropolitan Service Concept Lacks an Adequate Business Case

Amtrak is under a Federal mandate to maximize revenues to minimize government subsidies (49 USC 24101). This mandate, along with other concerns outlined above, leads Amtrak to doubt the financial and operational viability of FRA's proposed Metropolitan service. As summed up in Amtrak's comments on the Draft EIS:

"A scenario that encourages passengers to switch from higher-priced, premium service to a slower but significantly cheaper service is likely detrimental to the financial feasibility of NEC investments. This scenario would, in Amtrak's estimation, introduce large public subsidy requirements to sustain the Metropolitan service and all but eliminate Amtrak's ability to finance the service on a sound commercial basis."

The Metropolitan service, as described by the FRA, is neither an intercity service nor a commuter service. With no clear market potential and no known sponsor, the likelihood that this service would ever come to fruition is very low.

3. The FEIS Provides Insufficient Infrastructure for FRA's Service Goals

Amtrak's analysis indicates that insufficient infrastructure has been identified to support the service frequencies and travel times proposed in the FEIS. The FRA's Preferred Alternative calls for a four-fold increase in frequencies on the NEC as compared to today, and a 30-minute reduction for south-end travel time (New York-Washington) and a 45-minute reduction for the north-end travel time (Boston-New York). Amtrak's analysis indicates that many segments along the NEC would be substantially over-subscribed with the level of infrastructure improvements and train frequencies proposed, particularly those in New York and New Jersey. Furthermore, the infrastructure investment approach recommended by the FRA cannot meet its travel time objectives without the completion of several curve modifications and additional infrastructure improvements.

The volume of trains already operating on the NEC results in very constrained track outage availability to maintain the infrastructure. The train frequencies proposed in the FEIS, coupled with an inadequate level

of infrastructure enhancements to support those additional frequencies, will only make it more difficult for Amtrak and the other operators to provide the regular, ongoing maintenance necessary to maintain a reliable service.

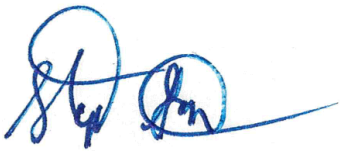
4. **The FEIS Provides Insufficient Infrastructure to Operate and Maintain the NEC Under Construction**

- Amtrak's preference for an alternative that would have constructed a separate alignment would have permitted the shifting of trains onto the new alignment to free up the existing NEC for reconstruction. Without independent facilities, the owners and operators of the NEC will be extremely hard-pressed to maintain even minimally sufficient levels of service while providing track outages for reconstruction.

NEC FUTURE is a landmark achievement and key affirmation of Amtrak's long-held view that rebuilding and expanding the Northeast Corridor is essential for the growth and prosperity of the entire region. The FRA's recommendation supports advancing all of Amtrak's current major projects in the Corridor, including the Gateway Program, the expansion of Washington Union Station and others, aimed at these twin goals.

The hard work of prioritizing, phasing and funding these improvements comes next and Amtrak will continue to seek opportunities to improve Northeast Corridor operations and develop world-class high-speed service across the Corridor. The NEC Commission is, and will continue to be, a key player in these efforts. Indeed, it will take all NEC stakeholders– the Federal government, states, cities, and the railroads– working and investing together to turn this vision of a renewed and modernized Northeast Corridor into reality.

Regards,



Stephen J. Gardner
Executive Vice President

cc: Rebecca Reyes-Alicea
Janet Campbell-Lorenc
Karen Gelman
Jeff Gerlach
Thomas Moritz

NEC FEIS Comments - RECORD #749 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Virginia
Last Name : Lee
Stakeholder Comments/Issues :

Dear Sir/Madame,
I am writing to express my personal objection to the Old Saybrook to Kenyon Bypass and to urge you to drop it before the end of the Tier1 EIS and put the fast train proposal instead on the current rail road right of way.
There are many reasons for this:
- the EIS process was flawed; it did not adequately notify the municipal governments directly affected.
- the EIS content omitted or did not adequately address significant issues including but not limited to damages to:
Tribal lands and sacred Indian burial sites;
Historic Register sites;
EPA designated sole source aquifer that supplies drinking water for the towns of Westerly, Hopkinton, Richmond, Charlestown and the Narragansett Tribe and destroys the Westerly Municipal well fields;
The Wood Pawcatuck River, in process of being designated a Wild and Scenic River;
Nuclear Recycling Facility Superfund site also known as the Carter Preserve with contaminated soils;
Multiple conserved lands which have been preserved in perpetuity and which the Town of Charlestown and the Charlestown Land Trust are legally obligated to protect;
Hiking trails of significance including the North South Trail which connects to the Appalachian Trail;
USFWS Great Thicket Preserve;
Historic and active farms;
Homes.
- leaving the proposed bypass in Tier 1 and taking it to Tier2 will cause needless harm to citizens by casting a shadow for 30-40 years on their property values, their ability to get mortgages, take loans, or sell.
- a pall is cast for 30-40 years on the ability of the state or LandTrusts to conserve open space or aquifer recharge areas or for citizens to give their property for conservation or sell easements, a key component of open space and critical habitat protection in our town and state.
- Fix and upgrade existing infrastructure instead of building new.

I urge you to drop the Bypass before the end of Tier1, use the current rail right of way and keep modern fast trains coming to Providence.

Sincerely,
Virginia Lee
President
Charlestown Town Council

NEC FEIS Comments - RECORD #750 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Amelia
Last Name : Graham
Stakeholder Comments/Issues :

To Whom it may Concern:

I would like to voice my concerns about the Tier 1 final EIS. I've bulleted my points below.

- In 7.4.9, it says "*Tier 2 project studies will define a specific alignment that seeks to avoid the use of parklands, recreation areas and conservation areas*." but it also says in 7.4 that 100% of Saugatuck River Water Access and 67% of Mianus River Water Access will be converted from parkland. Will this be remedied in tier 2?
- 7.5 says "*the majority of the impacts to water resources would occur in C*T" and also notes that "*CT also has the largest number of acres of wetlands (freshwater and saltwater), route miles of coastal zones, navigable waters crossed, and water bodies with special water quality designations within the affected environment.*" A vast majority of the CT segment in question is located within the coastal zone boundaries, with 50 acres of SFHA and 80 acres of wetlands. That being said, 7.5.3 says Middlesex and New London counties are at significant risk of climate change-related flooding. Has anyone considered whether or not there will be a net profit before sea-level rise becomes a problem, let alone storm surges?
- 7.5.8.2 Says mitigation in wetlands should include affect-monitoring. Can you be more specific? How will it be monitored? For how long?
- Section 404(b)(1) Guidelines (40 CFR Part230) requires selection of the practicable alternative that causes the least harm to the aquatic ecosystem, but the preferred alternative does not cause the least harm. Will that be discussed?
- Have you contacted the Interstate Environmental Commission and Connecticut River Gateway Commission? They have regulatory control, as you state in 7.5.
- In 7.6, it says you lack the GIS data necessary to study effects on threatened and endangered species. This assessment needs to be done legally.
- Also in 7.6, USFWS data does not mention Bald Eagles on the Connecticut River in their migratory bird concerns, but there are several

nesting pairs.
- In 7.9, the District of Old Lyme is listed on the National Register of Historic Places, and the Florence Griswold House and Museum is a National Historic Landmark. However 7.9 also states “*The Route includes the Old Lyme Historic District*.” What will be done to protect the national historic landmark, and how will you compensate Old Lyme for its loss in tourist revenue?
- Section 7.10 uses GIS landcover data, but does not specify the age of the raster or vector used. How old is it? Should new data be collected for accuracy?
- In Section 8, there are references to construction protection plans for cultural and historical resources, but no link as to where these can be found. Have they been written? Why doesn’t the public have access?

As you can likely tell, my greatest concern is with the Connecticut River, it’s estuary, and surrounding habitat. In section 7.21, it says “*of particular concern would be those resources that may be considered scarce or rare— such as high-quality wetlands/habitats, historic resources, or something that may be considered irreplaceable— and those effects that could not be reduced or mitigated.*”

However, as I outlined above, all of those irreplaceable resources will be negatively affected by the preferred alternative, and little detail is given on how any thought has been given to avoid these places, only to mitigate effects, as if there is no choice. Overall I think this idea is too expensive, will take too long to pay for itself, and will cause irrevocable damage to the Connecticut River ecosystems. This needs to be reconsidered or drastically altered in order to be considerate of Connecticut’s wildlife.

Thank you for your time in reading my comments.

Amelia G Graham

Resident, Old Saybrook CT

NEC FEIS Comments - RECORD #751 DETAIL

Status :	[redacted]
Record Date :	1/31/2017
First Name :	Beth
Last Name :	Campbell
Stakeholder Comments/Issues :	
Attachments :	NEC Future response.pdf (9 mb)

NEC FEIS Comments - RECORD #764 DETAIL

Status : [redacted]
Record Date : 2/1/2017
First Name : Beth
Last Name : Campbell
Stakeholder Comments/Issues :

thank you for the opportunity to resubmit.

Attachments : NEC Future response letter format.pdf (9 mb)

Beth Campbell

[redacted] Old Lyme, CT 06371

January 31, 2017

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

copied to info@necfuture.com

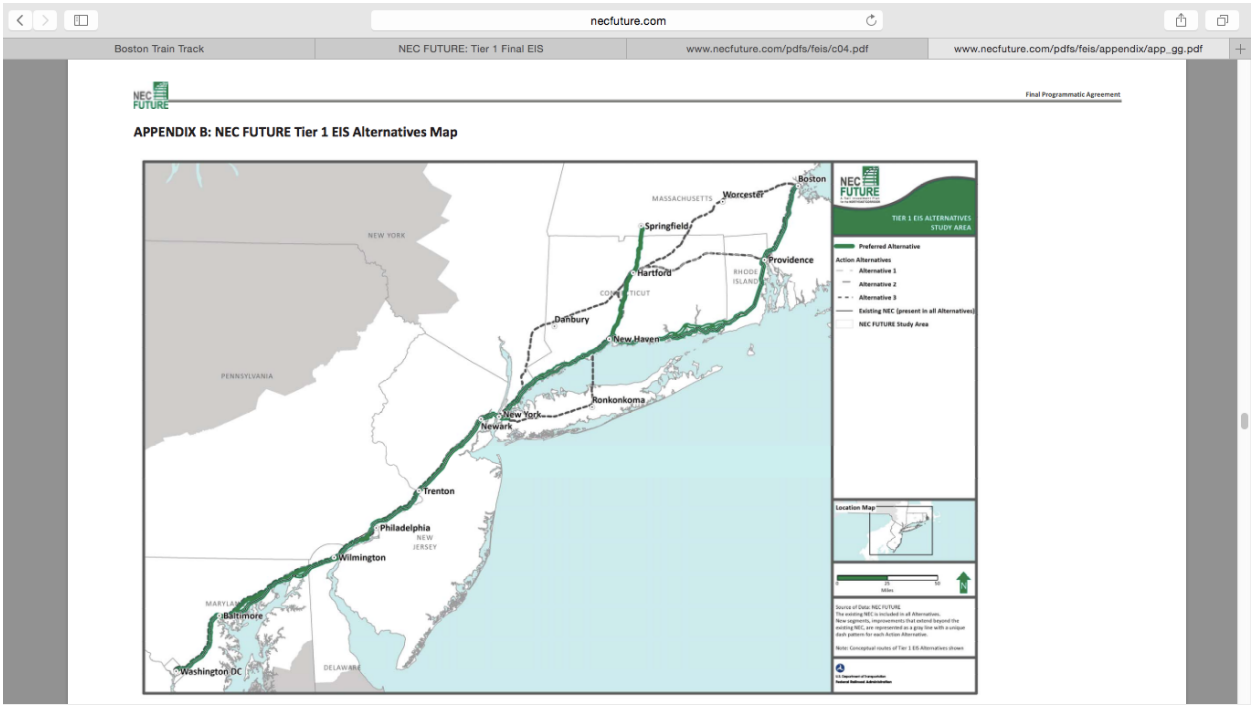
Dear Northeast Corridor Future staff:

I attended your mixer on January 25 in Springfield. Thank you for hosting this opportunity for information gathering. And thank you for your thorough and comprehensive vetting of the Preferred Alternative's impact. I know it's an impossible task to foresee what commuters will demand in 2040, so I am giving you my best guess as a commuter who uses Shoreline East, Metro North, and occasionally Amtrak.

It is my opinion that there will be a demand for fast and safe transportation. Really fast.

I wish you had studied other alternative train track locations as thoroughly as you did the preferred alternative.

This is the NEC Future's Tier 1 Alternative:



It's pretty straight from DC to New York, but not between New Haven and Boston.

This is an overview of Amtrak's and Real Transit's plans for a new Northeast Corridor:

Again, not straight.

RealTransit
Transporting The Metropolitan Region Into The Future

Home | *The Hudson Terminal Plan* | *Planning for a New Northeast Corridor* | Blog | About Us

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  - The Penn Station Problem
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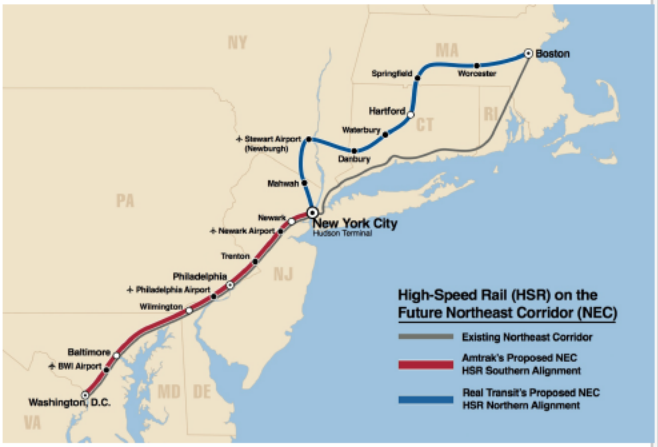
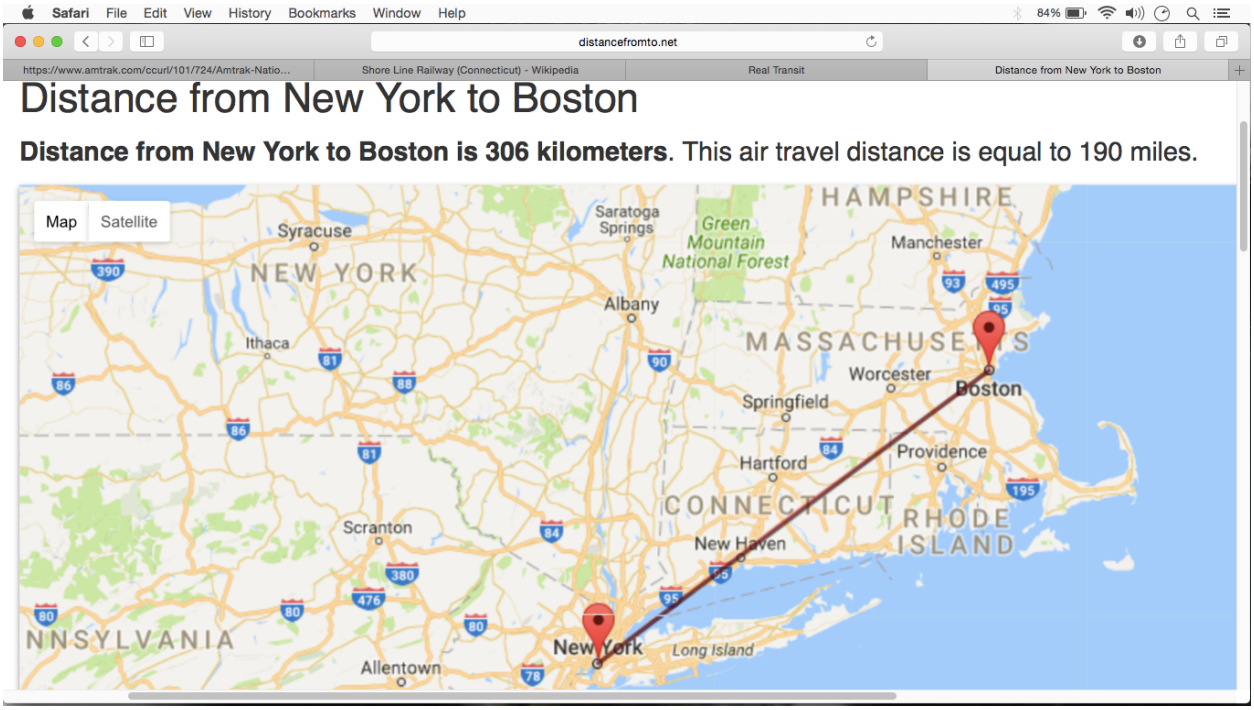
Overview of *Planning for a New Northeast Corridor*



Planning for a New Northeast Corridor puts forth a clear vision for the development of a modern, high-speed Northeast Corridor and broader high-speed rail network throughout the country. First, this report looks at the current state of intercity passenger rail in the United States, including the origins of Amtrak, the Northeast Corridor, and the *Acela Express*. Next, this report discusses the obstacles to progress that have prevented Amtrak from modernizing the Northeast Corridor and remaining competitive with other global rail systems. Among these challenges, this report focuses on the unchanging, 100-year-old Northeast Corridor right-of-way, the organizational makeup of Amtrak as a business, and the issues with relying on New York Penn Station. Finally, this report puts forth a comprehensive plan with practical steps for not only upgrading the Northeast Corridor itself, but also establishing an organizational framework for financing and constructing our nation's intercity passenger rail infrastructure in the future.

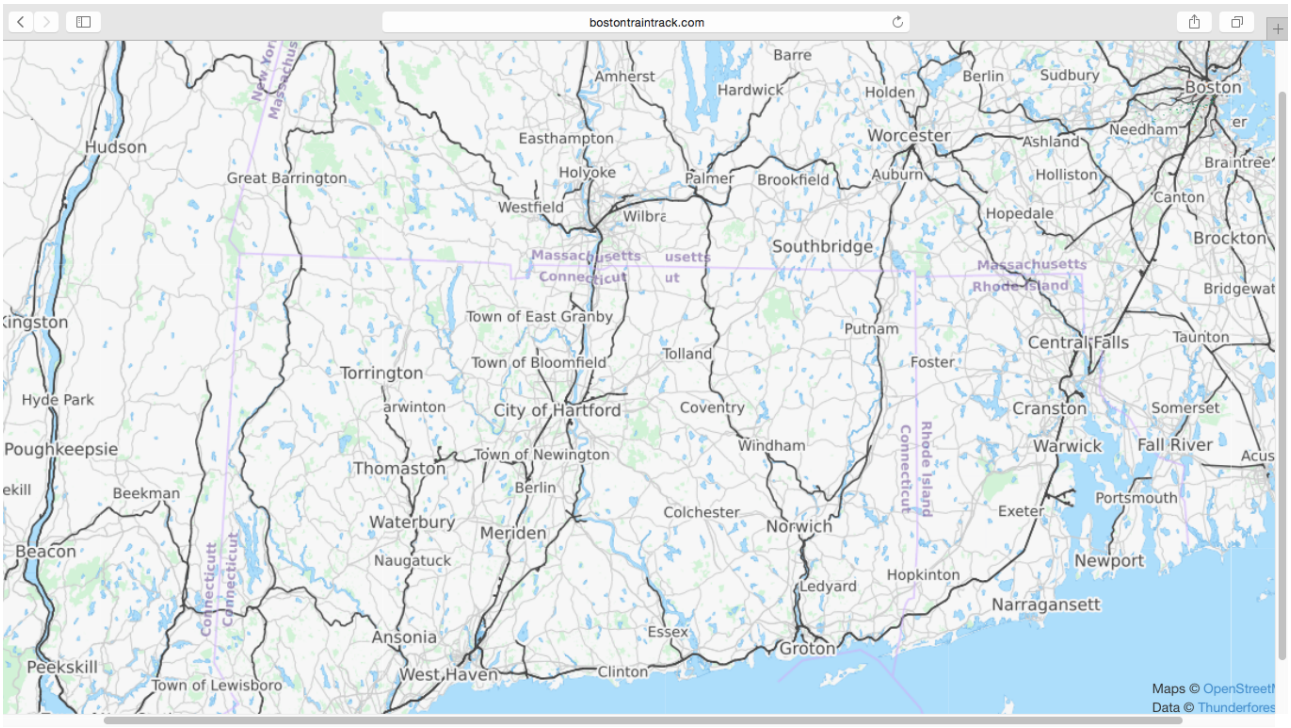
Next: Stipulations...

This is a map of a straight line between New York City and Boston:



This rudimentary line correlates to the existing rail northeast to New Haven, and southwest from Boston to Franklin.

This is the Northeast Corridor map of train tracks:



These are existing tracks that Amtrak either owns, piggybacks, or could partner with.

This is Connecticut's State Rail Plan:

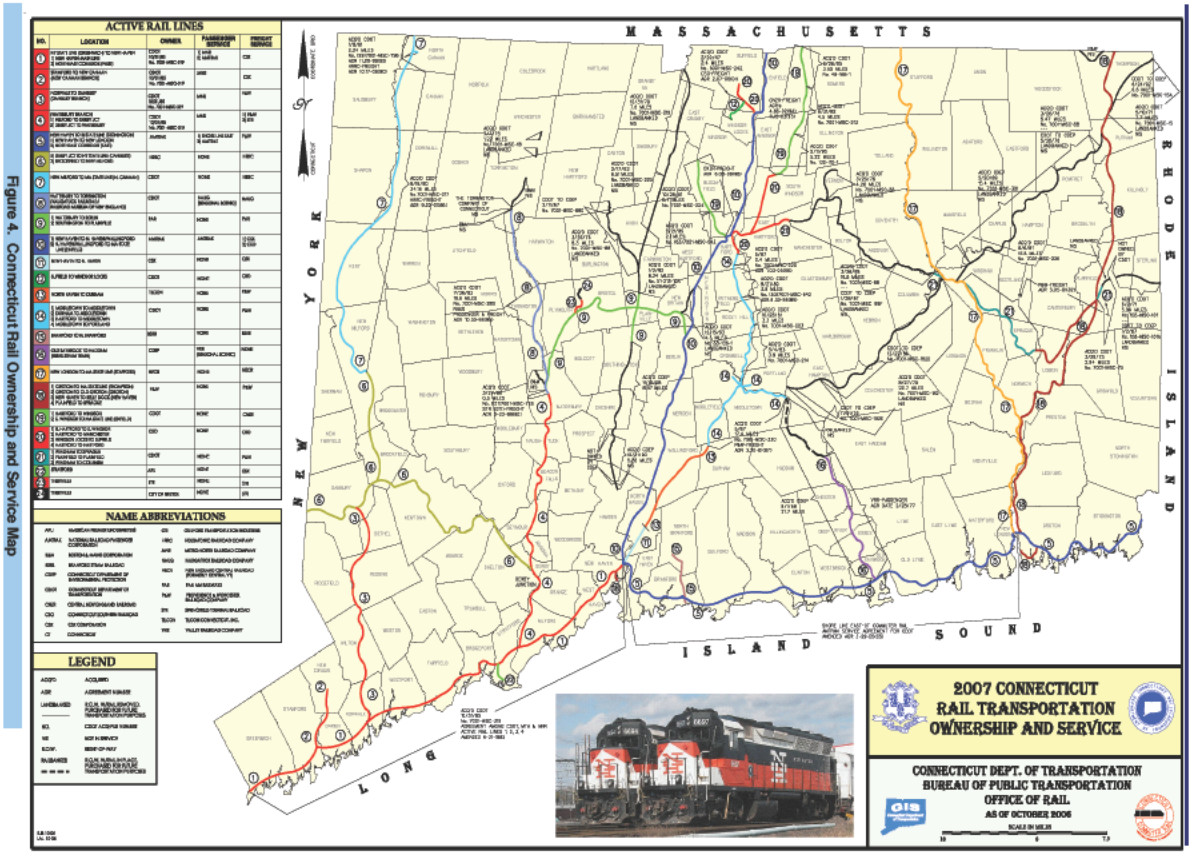
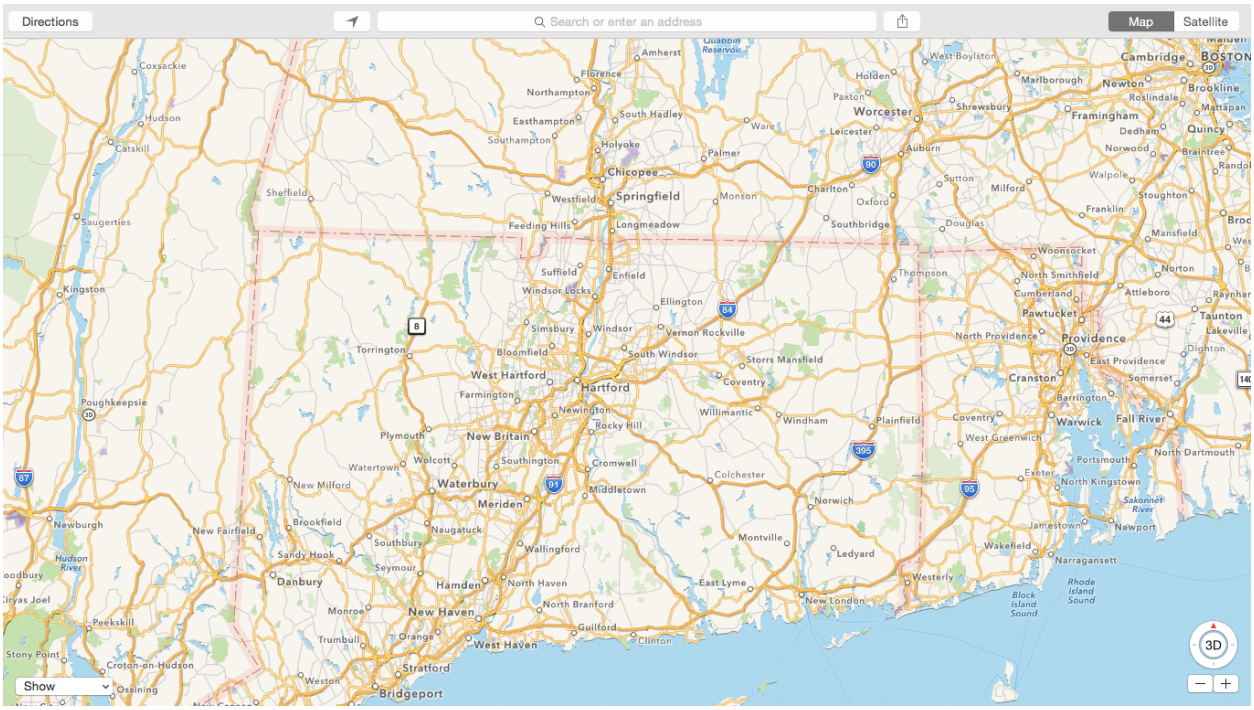


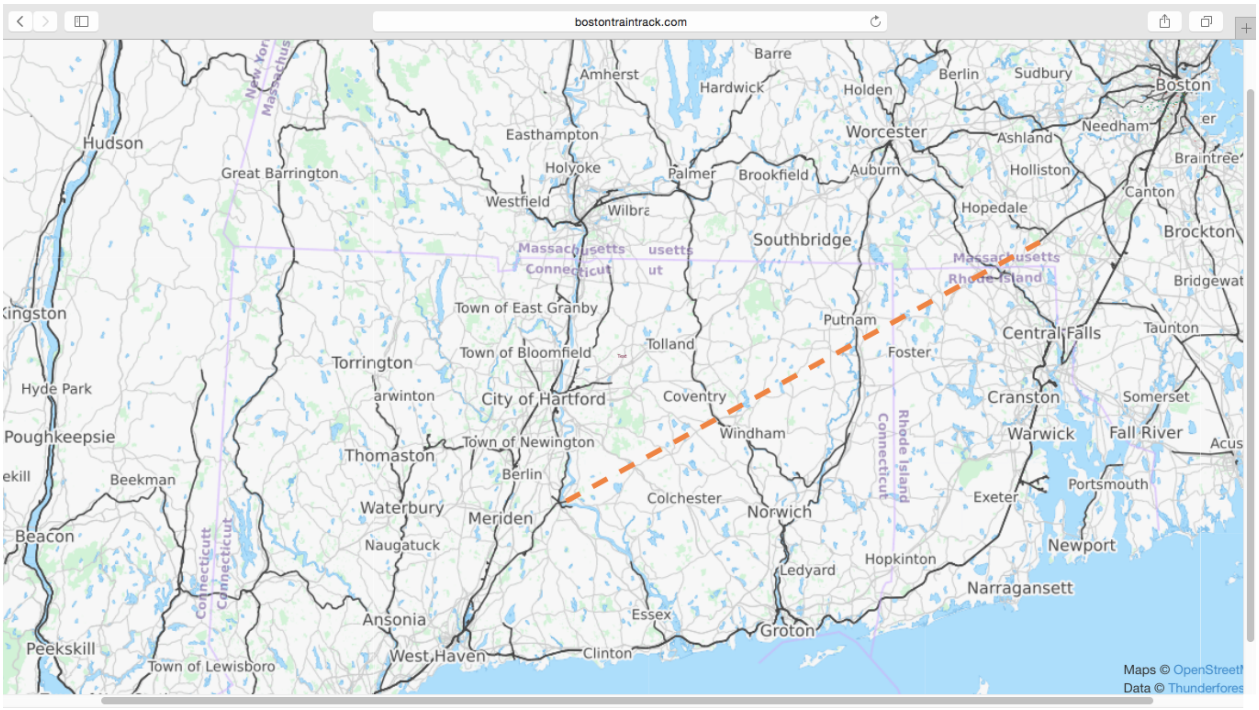
Figure 4. Connecticut Rail Ownership and Service Map

This is a map of the roads in the Northeast Corridor:



The density of roads indicates the density of human population. Where people may not want new tracks built.

Here is the Northeast Corridor map of train tracks with a fast alternative, from Middletown to Franklin:



This rudimentary straight line connects existing tracks through sparsely populated areas.

This is Connecticut's State Rail Plan with a fast alternative, from Middletown to Putnam:

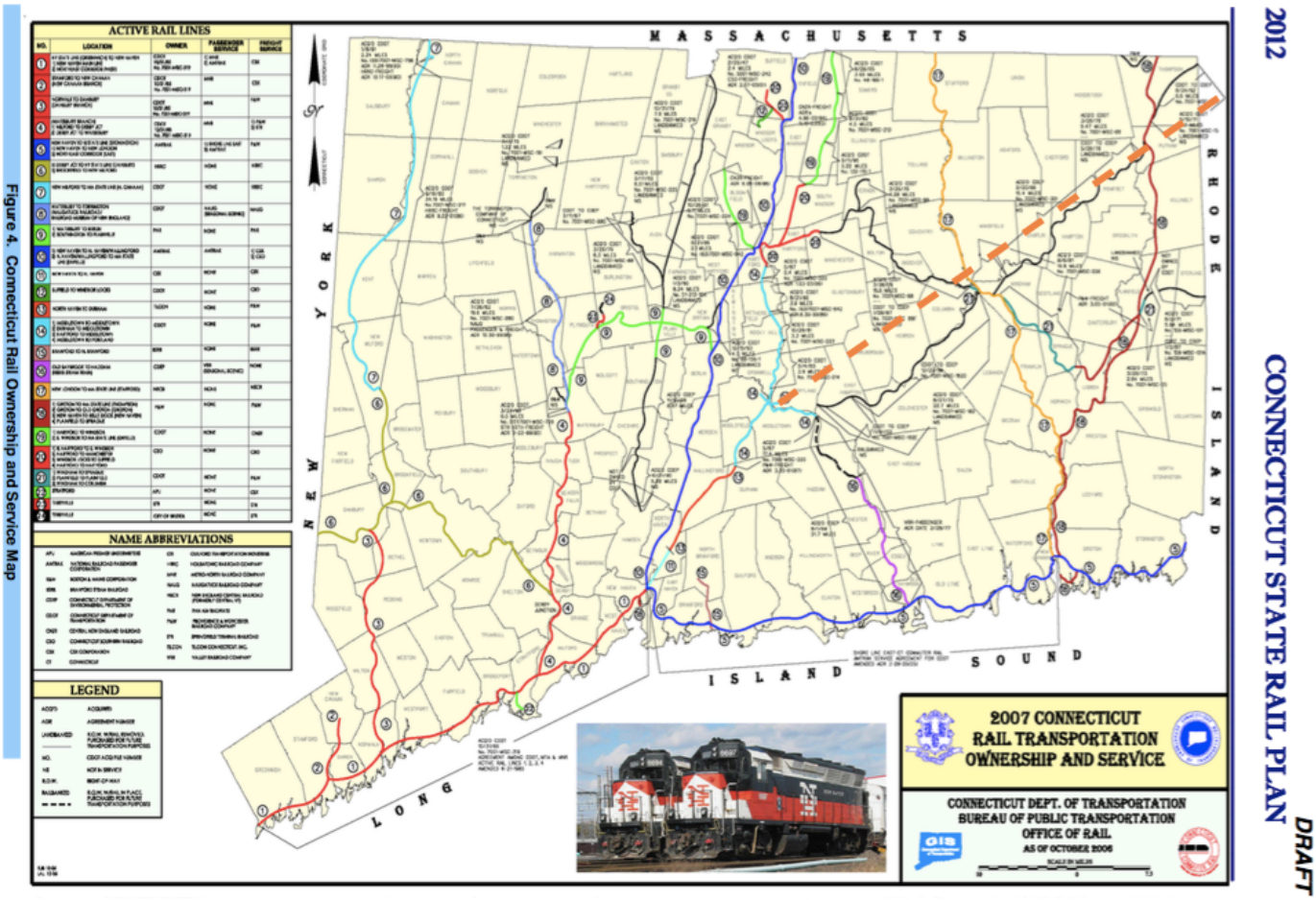
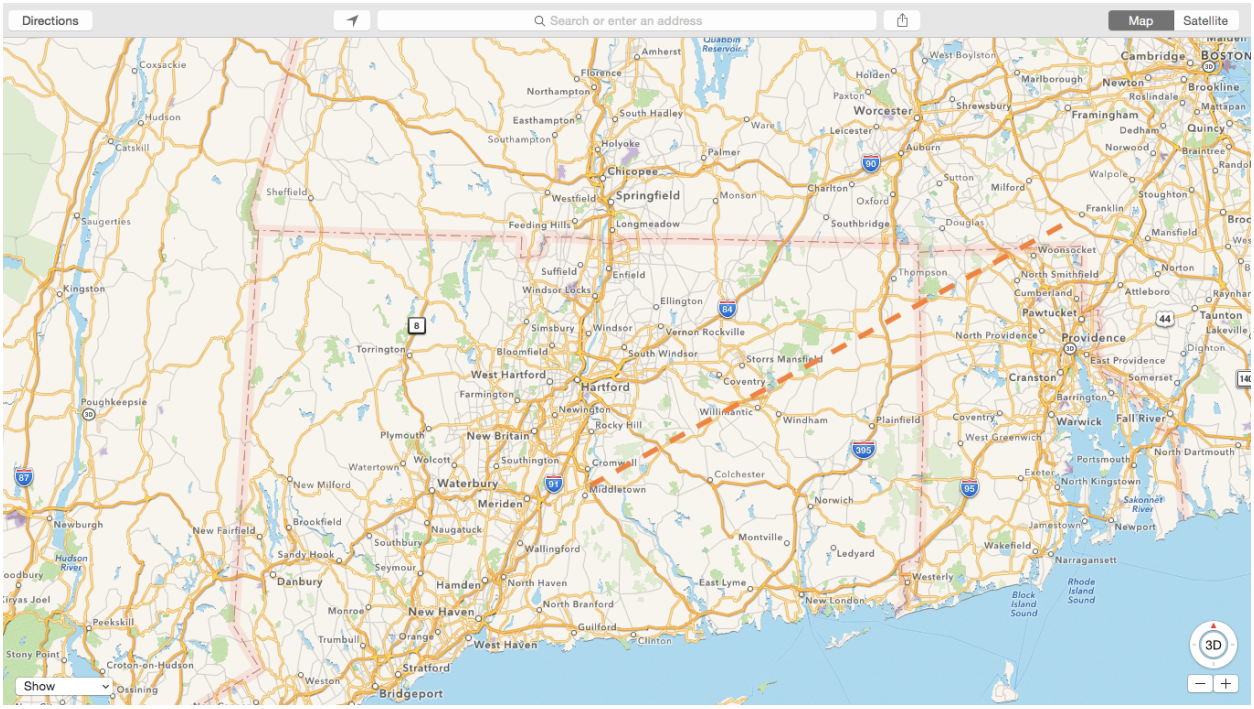


Figure 4. Connecticut Rail Ownership and Service Map

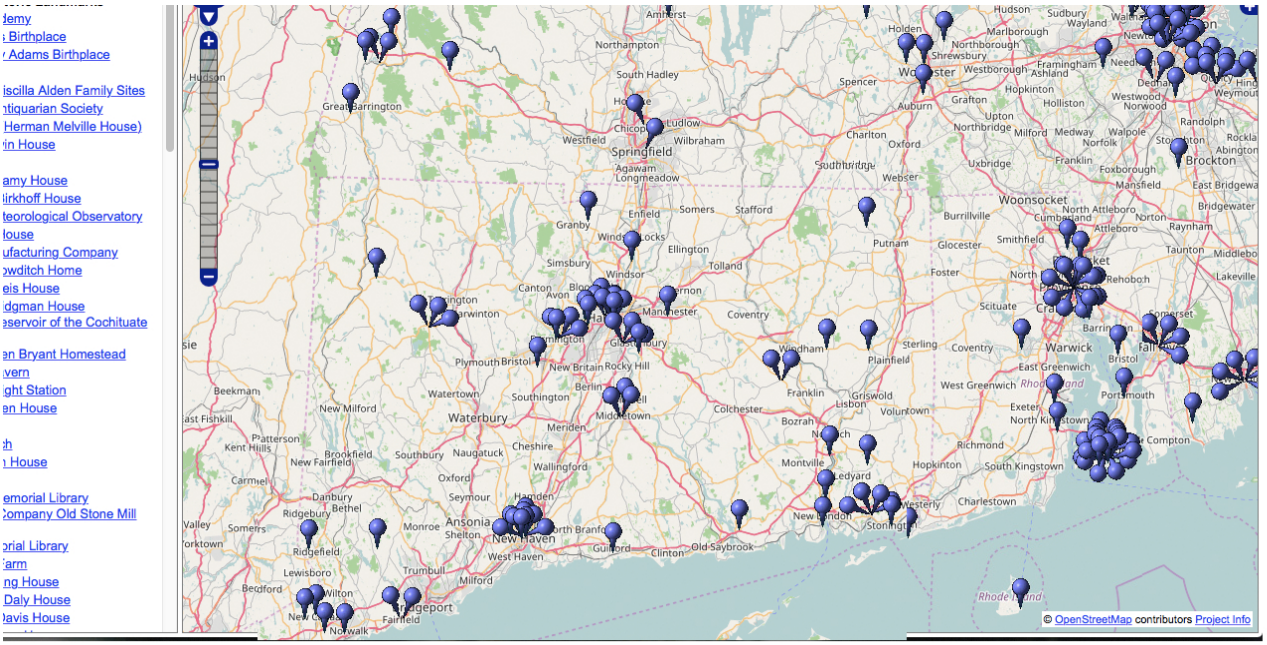
Another view of a rudimentary straight line through a sparsely populated area.

This is a map of roads in the Northeast Corridor with a fast alternative rail from Middletown to Franklin:

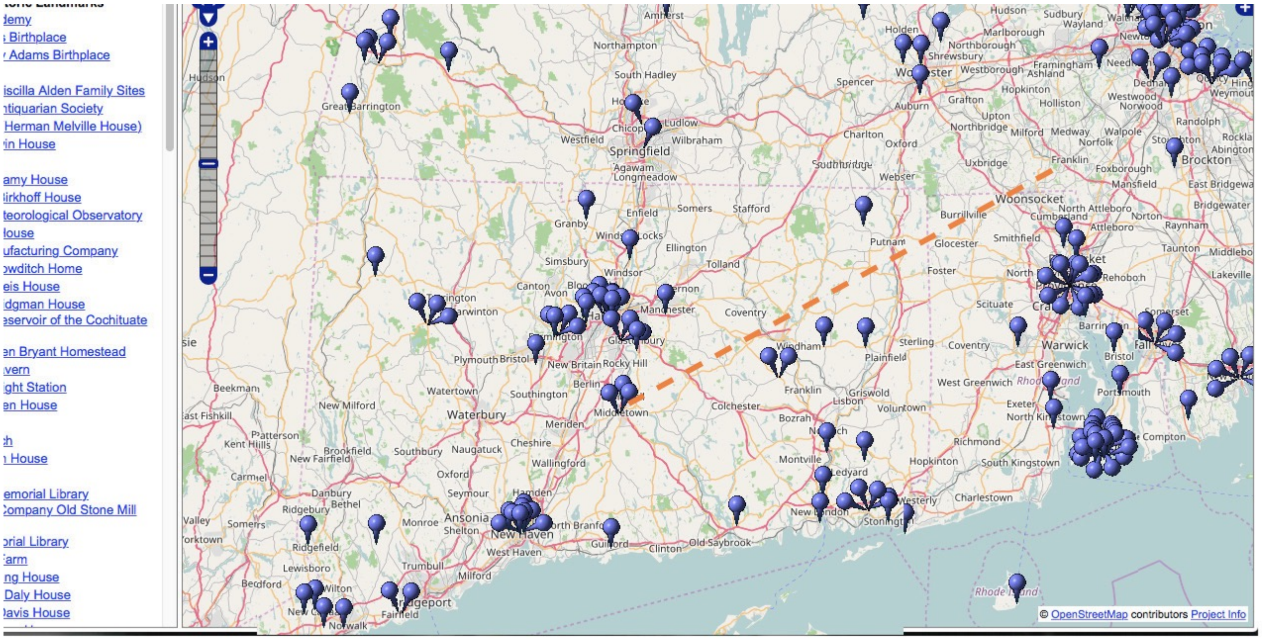


Another view of a rudimentary straight line through a sparsely populated area, relative to existing roads.

This is a map of the National Historic Landmarks in the Northeast Corridor:



This is a map of the National Historic Landmarks in the Northeast Corridor with a rail alternative from Middletown to Franklin:



Another view of a rudimentary straight line through sparsely populated areas, relative to national historic landmarks.

From https://www.gpo.gov/fdsys/pkg/CHRG-114shrg21940/pdf/CHRG-114shrg21940.pdf

Senator Richard Blumenthal says the Northeast Corridor is the only profitable line in Amtrak.

From https://www.gpo.gov/fdsys/pkg/USCODE-2011-title49/pdf/USCODE-2011-title49-subtitleV-partC-chap241-toc.pdf

Amtrak's mission is "to provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other inter-city travel options and that is consistent with the goals" ...

Amtrak's goals include sharing costs, sharing uses, maximizing resources (employees, facilities, and property), and offering system wide safe speeds of 60 mpg.

From http://www.newenglandtravelplanner.com/transport/bos-nyc.html

	Car	Bus	Train	Plane
Distance in miles	216	216	229	190
Time in hours	4.5	4.5	3.5-4.5	3-4
Cost in $	32+Pkg	19-99	49-198+	70-170+
Comfort	Low-Med	Low-Hi	Med-Hi	Low

New England Travel Planner's recommendation? Take the train if you can.

From https://www.amtrak.com/ccurl/101/724/Amtrak-National-Fact-Sheet-FY2014,0.pdf

2014 Amtrak's total ridership in tickets from/to:

New York City	10,024,474
New Haven, CT	714,146
Providence, RI	665,670
south Boston, MA	1,491,095
north Boston, MA	433,060

This does not include the millions who travel on Metro North and Jersey Transit *every day* into New York, nor the commuters who travel to Boston by car, boat, bus, train, and plane.

If travelers could go between Boston and New York in under 2 hours, would they? Yes they would.

I am a commuter who works in Boston and New York. As a commuter, I prefer a fast trip. Trips are faster on straight tracks, especially new ones.

New York to Boston (229 miles) currently takes 3.5 hours with an average speed of 65.5 mph. A straighter corridor 200 miles long traveled at an average of 125 miles per hour would provide a travel time of 1.6 hours. A new straighter corridor would change commuting and the northeast labor market.

Acela Express can go up to 150 mph in parts of Massachusetts and Rhode Island. **A straighter, safer train track could accommodate even faster speeds of future technology.**

There can be such a corridor. It could exist between Middletown, CT and Franklin, MA, connecting Amtrak and the Boston T. Property in this corridor is less developed and populated, and is of higher elevation than the shoreline. It also has a history of local rail line, as you can see from the above maps. Amtrak shares many local rail lines already. Amtrak could share utilization and cost of this corridor with any entity wanting to provide transportation and shipping between New York and Boston.

The NEC Future plan has targeted 2040 for a finished rail upgrade. That's 23 years from now. 1994 was 23 years ago. Looking at our neighborhoods and cities, 1994 and 2017 look similar, but innovations in technology have made 2017 unrecognizable from our past.

By 2040 our future, especially regarding commuting, could include vast increases of drones, robots, and telecommuting; flex-time schedules and freelancing. Travel could be unpredictable and irregular. So will there be a demand for travel? Yes. Fast travel.

If fast travel is available, it would decrease the housing demand on New England's cities. New Haven has its train to New York. Providence has its train to Boston. Is there a market for fast commute from central Connecticut to either Boston or New York? Yes. A new corridor could offer new stations, but not so many as to decelerate performance. Only a straight rail could offer significantly increased speed. Upgrading existing crooked rails built around heavily populated areas will never be able to accommodate fast trains of ever improving technology.

In the 19th century, railroads gave us faster local and interstate travel. American labor markets prospered. New train technology, such as Europe and Japan's trains, can travel at speeds of 200 mph. Europe's and Japan's fast trains were built on land that was destroyed by war, not re-inhabited nor redeveloped, so it was cost effective to use for new train tracks accommodating fast rail technology.

I am only one commuter, but if you would ask the commuters of New York and Boston if they want fast trains to divert to Springfield, MA or Mystic, CT, they would not. Because indirect routes slow down the fast train. **There are millions of commuters in the Northeast Corridor.**

I'm asking as a commuter, before a spade of dirt is broken and well before golden or silver spikes are struck, please consider a straighter railroad track corridor. Put your capable staff to vet faster alternatives to accommodate technology we don't even have yet, but we will. Build rail lines that can handle speeds equivalent to existing straight tracks in Massachusetts and Rhode Island. Upgrade your mission to include speed. Invest in our future. Put the horse before the cart, that is, the engine before the caboose.

Sincerely,

Beth Campbell

bc

NEC FEIS Comments - RECORD #752 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Cliff
Last Name : Vanover
Stakeholder Comments/Issues :

Dear National Railroad Administration:

Here are my comments regarding the NEC Future FEIS.

I don't know how you could call the EIS that the NRA has conducted over the last few years a public process. It was anything but in my opinion. You appear to have gone out of your way to involve as few members of the public as possible. You didn't come to my town and you didn't tell anyone here what was going on. Your vision for public participation as spelled out in the Public Involvement Plan (PIP) in Appendix F of the Draft EIS is comprehensive, but it never happened. It was a fantasy plan, in hindsight. We here in Charlestown, RI weren't informed in any meaningful manner. And please don't suggest that what you sent to our town officials was sufficient for them to understand the destructive impacts your plan would have on our town. What you sent was a nondescript form letter along with a tiny, tiny little map lacking any detail whatsoever of the bypass route through southern RI. What was called for, at a minimum, was a personal phone call as well as a detailed letter to the impacted towns. What was that little map suppose to illustrate? It certainly was not informative. It was a joke. You should be embarrassed by the EIS process you ran during the last few years. You failed. Or maybe you believe it was a big success, in that you were able to bamboozle the people for as long as you did. In contrast, the EIS process for the NEC electrification back in the 1990's, which I participated in, was much better run because a real effort was made to inform and involve the public.

The fact your PIP and lackluster public involvement was a bust can be seen in the overwhelming response by the people of Old Lyme, Connecticut when they learned a year ago that you wanted to wreck their town by putting a bridge through the heart of their historic district. How did that turn out? Kind of an overwhelming response, wouldn't you say?

?
This is the kind of response you get when the public is engaged, which I believe is what NEPA anticipates and demands. Your graph should have raised a few eyebrows in your office. It should have been an "Oh crap" moment. Instead, you deflected. I understand the great majority of the Connecticut

comments are from the Old Lyme area. If southern RI had been meaningfully informed about what was going on back at the start of the EIS process or even when Old Lyme people found out about it last year, then our town might have submitted as many comments as Old Lyme did. But that wouldn't have been helpful to you. The fact that this graph didn't give you pause and force you to reconsider says much about the sad nature of the bureaucratic exercise you've conducted over the last few years. Or worse, that you had made up your mind and you would let nothing get in your way.

I've heard a number of theories about why there was so little public participation in the NEC Future EIS. One is that you were incompetent. I don't buy that. Maybe you just didn't care. Or maybe the reason is that public participation is a messy process, so the less you do the easier life will be. Besides, when common, hardworking people find out that the federal government plans to run a train through their homes and community, they tend to get a little pissed off, some might even start yelling. Who needs that? Solution? Stay in Providence and not hold any public meetings in the most impacted areas. And keep your head down and give out as little information as possible. That way, when the poor slobs in the path of the bypass find out, it will be too late. And that's what I think happened. I believe it was planned this way. You didn't want more than the absolute minimum public participation because that would have made the EIS process a whole lot more difficult. So, you give out as little info to the public as you could. In that regard I understand you still haven't complied with the FOIA request made almost a year ago by people in Old Lyme. What does that say about the public process, or transparency to be more specific? I know a federal employee/scientist who regularly reviews EIS's as part of his job. He lives in Richmond, RI, which you also want to trash with your bypass. He was shocked when he learned of the FEIS. He said he's never seen anything like it, where the public doesn't find out about the plan until this far along in the process. How do you explain that?

You didn't know the bypass crossed Narragansett tribal land? Another big fail. You could have easily found out at the Charlestown GIS web site or if you called the tribe. What did the FRA get for the $40,000,000 in taxpayer money spent to date, if that's the correct amount?

By the way, this is what I see when I click on Appendix EE: Environmental Resource Documentation for the Preferred Alternative in the Final EIS:

Where's the data?? Is this another example of FRA transparency?

Cliff Vanover
[redacted]
Charlestown RI 02813

NEC FEIS Comments - RECORD #753 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name :
Last Name : Erica
Stakeholder Comments/Issues :

Dear Ms. Reyes-Alicea:

I am writing to voice mystrong opposition to the proposed Old Saybrook, CT to Kenyon, RI rail bypass, whichwas included in the Final Environmental Impact Statement (FEIS),released on Dec. 23, 2016. This proposed new rail segment will be detrimentalto communities all along the shoreline, jeopardizing many cultural, historicaland economic features which shape the region.

In addition, the FEISreflects a surprising lack of clarity as to how this track will be accomplished.This gives me grave concern for the safety and integrity of our naturalenvironment. The Connecticut River is a unique and sensitive tidal riverestuary ecosystem, a fact not sufficiently considered in the FEIS. Our preciousshoreline, river, estuaries, marshes and dedicated open spaces must beprotected from damage caused by tunneling or other construction.

I request that the bypassbe removed from the FEIS and that the Record of Decision indicate that the railroute through Connecticut will be determined in the future based on appropriateresearch and state governmental and public input.

While I understandthe need for upgrading existing rail, as well as efforts to improve rail in theNortheast Corridor, I strongly believe that the bypass is not ready to be selected asthe preferred alternative and it should be removed from the FEIS.

Name: ERICAROBB

Address: [redacted]

Town,State, Zip: OLD LYME, CT 06371

Emailaddress: [redacted]

Date: Jan 31, 2017

NEC FEIS Comments - RECORD #754 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Gloria
Last Name : SattiLanglois
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on ADD DATE OF WHEN YOU LEARNED OF BYPASS HERE.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the "All Aboard Florida" high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Gloria Satti-Langlois

NEC FEIS Comments - RECORD #755 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Jeffrey
Last Name : Sincoski
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *December 20, 2016.*

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

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Sincerely,

Jeffrey Sincoski

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #756 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Nancy
Last Name : Sincoski
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *December 20, 2016.*

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,

Nancy Sincoski

[redacted]

Charlestown, RI 02813

NEC FEIS Comments - RECORD #757 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : Becky
Last Name : Mashuta
Stakeholder Comments/Issues :

Dear FRA,

Thank you for reading my letter, as I'm sure mine is one of many.

I am so very concerned about the proposed Saybrook – Kenyon, RI bypass. You see, I both live and work in Mystic. This railroad would literally put me out of business and leave me without a home.

I moved to Mystic 8 years ago at the age of 23 with the hope and excitement of opening my own shop in a small town with a big heart. My father had already been here a number of years with his own small business! It took me a little over a year to open my shop, but I succeeded and started my first business at the age of 25 in the Olde Mistick Village! I am in my 7th year of business and doing GREAT, I even expanded into a larger space in the village a few years ago! 2 years ago my husband and I decided it was time to invest in a home here in this beautiful town of Mystic to be supported by my retail store. So far so good as first time homeowners, however the threatened loss of my business and the value decrease of my home caused by the NEC Rail System running straight through our town and through the Olde Mistick Village would leave my family and my business bankrupt.

On behalf of my staff, who I love and care for like family and could never have built my business without them, this NEC System would leave them unemployed and without work.

My customers come from all over the Northeast including MA, RI, NY, ME, NH, VT, PA, NJ and other parts of CT. My shop is one of 40 shops in the Olde Mistick Village that draw people to this area, in effect drawing revenue. Losing this revenue would be detrimental to our economy.

>From a public standpoint I feel so totally uninformed on this matter and cannot find sufficient information to feel educated enough to evaluate alternatives to this proposal. It is my concern that without this information I cannot make a reasoned decision on the topic. I strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Please, I urge you to stop any further investment or action to move the Tier 1 Final Environmental Impact Study for the NEC Forward. It seems to me a more logical approach would be to improve our existing service, and arguments against this case have not been clearly stated.

With Respect and Gratitude,

Rebecca Mashuta
Home: Mystic, CT
Business: Olde Mistick Village, Mystic, CT

--
Becky Mashuta

Becca Rose Natural Body Care
[redacted]
[redacted]
Mystic, CT 06355
[redacted]

NEC FEIS Comments - RECORD #758 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name :
Last Name : [redacted]
Stakeholder Comments/Issues :

Attached are my comments on the proposal to relocate the rail lines in Rhode Island. If there are any questions or if you cannot open this, please let me know.

Sincerely

G. Russell Miller

G. Russell Miller
[redacted]
Cumberland, RI 02864

January 31. 2017

US DOT
Federal Railroad Administration

ReL Northeast Corridor

Dear Sir or Madam:

While I am generally in favor of rail transportation as an alternative to clogged highways and air spaces, the plan to straighten the tracks in Rhode Island to allow for high-speed rail service, as it currently stands, seems overly destructive. I am a hiker and running the line through parklands, including the Francis B. Carter Preserve, the Grills Preserve and the Great Swamp will impair my ability to enjoy the areas that have been set aside in our state for such purposes. I have hiked many of the areas that will be impacted and I have led hikes through them; these areas are some of the jewels of the open spaces in Rhode Island.

I do not think I am alone in needing to restore my spirits by hiking in the parks in the state; they offer an opportunity to get away from the hurly-burly of daily life, a chance to observe nature, and a source of peace and solitude. Needless to say that peace and solitude is shattered by high-speed trains whizzing by, and it is not only the trains, but also the period of construction of the lines.

These areas have many memories for me. One in particular was when I was hiking in the Great Swamp, where there are a number of osprey nests. Those nests have been constructed to allow the endangered osprey population to regenerate after their decimation by DDT and to reclaim their place as rulers of the wild. One day, I saw a mother osprey (its behavior suggested it was a female; the gender of an osprey is difficult to assess at a distance) trying to teach her chick to fly. First, she would jump out of the nest and start flapping her wings. Then she would return to the nest and nudge the fledgling toward the edge of the nest, but the little one balked; he would not follow his mother's example. Again she would jump out of the nest, start flapping her wings, and circle back to try to nudge the fledgling to test its wings, but again, the little one would have none of it. This cycle happened several times as I watched. After a while, my dog got restless and so we moved on. I can only assume the little one learned to fly.

I fear that if trains are introduced into this environment, the ospreys would leave; the public would lose access to scenes like the one that so transfixed me. While this may be a trivial example, it refreshed my spirits mightily. It is something I would like my grandchildren to see, and ultimately, their grandchildren.

The Francis Carter Preserve also has many memories, especially the beauty of the mountain laurel in bloom. Often I have found myself drawn away from the trail to look at something that

catches my eye, a bird here, a squirrel there, and so forth.

The value of these moments is incapable of quantification; the benefits are beyond our ability to measure. The process of laying down the rail lines and the lines themselves will irrevocably change these areas, and I believe, not for the better. To destroy the opportunity for me and others like me, and especially for the youth, will greatly diminish the quality of life in my state. To destroy these areas for the sake of saving a few minutes for those traveling by rail through the Northeast Corridor is a sacrilege and a breach of our obligations as stewards for future generations.

Sincerely,

G. Russell Miller

NEC FEIS Comments - RECORD #759 DETAIL

Status : [redacted]
Record Date : 1/31/2017
First Name : BENNETT
Last Name : BERNBLUM
Stakeholder Comments/Issues :

Ladies and Gentlemen:

I live in Old Lyme, Connecticut. The Preferred Alternative in the NEC Future Final EIS ("FEIS") proposes a new rail route from Old Saybrook, Connecticut to Kenyon, Rhode Island (the "Bypass"). The FEIS indicates that the Bypass would include a tunnel under the Connecticut River and the center of Old Lyme, and ground and aerial structures from there to Kenyon. This proposal raises serious concerns about the harm it may cause and introduces enormous uncertainty into the communities along its route, disrupting real estate transactions and private, commercial and governmental decision-making. There appears to be near-universal, adamant opposition to the Bypass.

My understanding is that the Federal Railroad Administration has not yet conducted any studies to determine the effect of the tunnel on the environment (physical and social), nor has it estimated the cost of the tunnel. I also understand that there is a substantial body of opinion that this route, rather than a northerly route through Connecticut, is not in the best economic interests of our state or the region.Finally, I understand that the Bypass would not be constructed in the foreseeable future, perhaps not for decades, if at all, and that during that period innumerable factual and funding developments will occur which may preclude its construction.

In light of the foregoing, I strongly object to the inclusion of the Bypass in the Preferred Alternative, on the ground that its inclusion serves no substantial purpose but causes substantial harm. I urge the FRA to delete the Bypass and postpone until an appropriate time in the future its recommendation of a new rail line route through Connecticut.

Very truly yours,

Bennett J. Bernblum
[redacted] Old Lyme, Connecticut 06371

Home [redacted] Cell [redacted]

NEC FEIS Comments - RECORD #760 DETAIL

Status : [redacted]
Record Date : 2/1/2017
First Name : Nancy (DOA)
Last Name : Hess
Stakeholder Comments/Issues :

Please find attached technical comments from the Rhode Island Department of Administration Division of Planning. The hard copy is also being sent via regular mail. Please contact me should you have any questions.
Nancy

Nancy Hess
Supervising Land Use Planner
Division of Planning
One Capitol Hill
Providence, RI 02908

Phone: (401) 222-6480
E-Mail: nancy.hess@doa.ri.gov<mailto:nancy.hess@doa.ri.gov>
Website: www.planning.ri.gov<http://www.planning.ri.gov/>

Attachments : NEC_Final Tier 1_DOP letter an table_01 31. 17_FINAL.pdf (3 mb)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
DIVISION OF PLANNING
One Capitol Hill
Providence, RI 02908-5870

January 31, 2017

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

RE: Preferred Alternative within the Northeast Corridor (NEC) FUTURE Tier 1 Final Environmental Impact Statement (EIS)

Dear Ms. Rebecca Reyes-Alicea,

The Department of Administration, Division of Planning serves as the single statewide Metropolitan Planning Organization for Rhode Island. The Division coordinated a multi-departmental review of the FEIS this month. This letter presents consolidated technical comments attached in a table format from the State of Rhode Island on the Northeast Corridor Rail Line Tier 1 Final Environmental Impact Statement (EIS). The Table reflects an inventory of concerns of the Rhode Island Departments of Administration, Environmental Management, Health, and Transportation, and the Rhode Island Historical Preservation & Heritage Commission. Previously, the State submitted comments to the Federal Rail Administration (FRA) in February of 2016 on the Tier 1 Draft EIS.

The State is appreciative of the FRA's response to include Providence and TF Green as hubs in the Preferred Alternative. High speed rail will provide many benefits to the State including; creating jobs, helping to reduce dependency on petroleum products, helping to relieve congestion, and providing efficient mobility that can move people and goods without delay and waste. The use of high speed rail can be fast and efficient allowing Rhode Islanders to save time, energy, and money.

As Rhode Island continues to develop its strategic position between the regional hubs of New York City and Boston within the Northeast corridor, the State realizes improving rail is vital to the Region's transportation network in order to enhance economic growth. The state land use plan, *Land Use 2025*, outlines how transportation infrastructure plays an important role in defining our state's development and promotes the development and maintenance of first class infrastructure for transportation. The state transportation plan, *Transportation 2035*, documented the crucial importance of regional transportation linkages to Rhode Island's future economic strength, identifying the State's location along two major instate-highways, high speed rail, and proximity to international shipping lanes as strategic assets. Improving high speed rail service can help Rhode Island capitalize on these strategic strengths.

The State supports the Preferred Alternative except for the Old Saybrook, CT – Kenyon, RI bypass portion in Southern Rhode Island. This Bypass contains a conceptual 6-mile re-alignment of tracks which poses tremendous environmental and land use impacts to unique resources that are largely irreplaceable. The attached table offers additional data on our concerns regarding potentially impacted natural and cultural resources within the proposed bypass well as other economic and public health impacts of the Preferred Alternative.

Additionally, the impacts on freight movements along the NEC to existing freight movements need to be analyzed by the FRA. According to the *Rhode Island State Freight and Goods Movement Plan* (2016), Rhode Island's freight distribution system is fundamentally important to Rhode Island residents and businesses. It facilitates the movement of all types of commodities, including home heating oil, food, clothing, production inputs, and nearly everything else businesses and consumers use on a daily basis.

FRA and Rhode Island need to continue to work together make top quality high speed rail service become a reality for Rhode Island, while also ensuring that natural resource systems are not degraded, that farmlands, public parks and wildlife management areas are preserved, that recreational resources are maintained and that historic resources are protected.

Sincerely yours,

Parag Agrawal, AICP
Associate Director

Attachment: NEC Tier 1 Final EIS –Preferred Alternative, Rhode Island Concerns

Cc: Lisa Vura-Weis, Deputy Chief of Staff, Office of Governor Gina M. Raimondo
Michael DiBiase, Director, Department of Administration
Janet Coit, Director, Department of Environmental Management
Peter Alviti, Jr., Director, Department of Transportation
Nicole Alexander Scott, M.D., M.P.H, Director, Department of Health
Edward Sanderson, Executive Director, Rhode Island Historical Preservation & Heritage Commission

NEC TIER I FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

Communities	Resource Category & Issue	Concern(s)
Westerly East Greenwich Warwick Providence State of RI	**Stations, Hubs & Transportation Infrastructure:** • Westerly, T.F. Green, Providence Stations • Freight • Old Saybrook, Ct-Kenyon, RI - new segment • East Greenwich – Warwick, RI - New Track • Pawtucket, RI – Sharon, MA New Track	• Maintaining existing Intermodal stations & Hub designations -– Table 4-9, Modify existing description for Providence Station Ongoing Improvement Project • Economic Impacts to existing freight rail & movements- modify Figure 4-2 to identify the freight track. • Environmental and private property impacts, and effect on existing NEC ROW and Westerly & TF Green Stations • East Greenwich to Warwick- has significant cultural resources. During the State's construction of the third track from Providence to Davisville, RI 10-15 years ago, a 5-mile segment within the Preferred Alternative's New Track was left as two tracks only due to the constraints identified in the corresponding EIS. We recommend taking considerable caution when proposing additional tracks within this segment. • Technical correction: Figure 4-2 on page 4-29 should show the change in track configuration occurring in RI.
Westerly Charlestown Richmond	**Environmental and Public Health Impacts - Public & Private Drinking Water Supplies:**	• Impacts to public and private drinking water supply and quality impacts • US EPA designated Sole Source Aquifer

F-0777 Hess_Nancy RI Dept of Planning

NEC TIER I FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

Communities	Resource Category & Issue	Concern(s)
	• Bradford I, II and IV & White Rock public wells & wellheads and or recharge areas, owned by Town of Westerly Water Department • Numerous community, non-community wells • Numerous private wells	
Westerly Charlestown Richmond	**Environmental Impacts - Water Resources:** • Pawcatuck River • Wood River • Usquepaug River (cold water tributary) • Beaver River (cold water tributary)	• Under Review by US National Park Service for designation as Wild & Scenic River • Impacts to streams and associated freshwater wetlands. • Impacts in the FEMA Floodway and 100-year flood zone of the Pawcatuck River • Clearing along streams and rivers has the potential to introduce or increase sedimentation and erosion to wetlands and streams and to reduce shade and increase stream temperatures. • Several cold water tributaries to the Pawcatuck River are within or adjacent to the footprint of the easternmost section of proposed new alignment

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NEC TIER I FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

Westerly Charlestown	**Environmental Impacts – Land Use/Conservation/Open Space:** • Grills Preserve – 550 acres, 2.5 miles of Frontage on Pawcatuck River, has 17 rare species of plants-9 endangered and 1 State Threatened, owned by Westerly Land Trust • Riverwood Preserve- 148 acres, adjacent to Pawcatuck River, owned by Westerly Land Trust • Hidden Meadow Open Space – 25.3 acre conservation area, conservation easement to Town, Owned by subdivision residents • Burlingame Estates – 31.5 acres, conservation/passive recreation area, conservation easement to Town, Owned by subdivision residents • Botka Woods – 116 acres, private ownership, conservation easement to Town • Francis C. Carter Memorial Preserve -1,112 acres, owned by TNC, home to several rare species of plants • Heines property- 45 acres- conservation easement held by Charlestown Land Trust and TNC, contiguous to Stoney Hill Farm • US Fish & Wildlife (USFW) Refuge System- Great Thicket NWR Focus Area - RI East-West Focus Area- the recently approved (10/2016) Refuge target areas which encompasses the entirety of the corridor.	• Frontage on and adjacent to candidate Wild & Scenic River • Potential impacts to US Fish & Wildlife Great Thicket National Wildlife Refuge • Loss of locally and regionally identified corridor of protected conservation/ passive recreation lands adjacent to Burlingame State Park and The Nature Conservancy conservation (TNC) lands • Fragmentation and possible loss of rare pitch pine/scrub oak barrens, intact core forest habitat, numerous vernal pools, migratory bird habitat, and grasslands on TNC lands • Possible loss of rare plant species throughout the project area • Significant impacts to wetlands throughout the project area • Significant loss of passive recreational opportunities on preserved open space
Charlestown Richmond South Kingstown	**Environmental Impacts –Public Recreation & Parklands:** • Burlingame State Park and Campground - 3,100 acres that surrounds Watchaug Pond, owned by the State of RI- DEM[1] • Biscuit City Fishing Area - Pawcatuck River access point provides parking for fishing and canoeists.	• Loss of public recreation & parklands • Impact to outdoor tourism economy in southern RI • Impact to 720 camping sites in Burlingame

[1] DEM = Rhode Island Department of Environmental Management

F-0777 Hess_Nancy RI Dept of Planning

NEC TIER I FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

	• Great Swamp Management Area - 3,349 acres with forest cover, agricultural land, extensive forested freshwater wetlands, red maple and cedar swamps, owned by the State of RI- DEM	• Possible conversion of lands or facilities that were acquired with and or developed with National Park Service Land and Water Conservation Fund Act fund • Under review for US National Park Service designation as Wild & Scenic River • Potential loss of fishing area developed with USF&W and RI DEM Fish and Wildlife funds.
Westerly Charlestown Richmond	**Economic /Social Impacts - Private Property:** • Multiple residential units, privately owned	• Displacement of individuals • Loss of private property
Charlestown State of RI	**Economic /Social Impacts - Agriculture:** • Stoney Hill Cattle Company – 142 acres on Shumankanuc Rd. • Gordon Farm – 23 acres on Shumankanuc Rd., contiguous to Stoney Hill Cattle Company • Heines Farm - 15.39 Acres, Kings Factory Rd, contiguous to Stoney Hill Cattle Company on Shumankanuc Rd. • Noyes Farm - 59 acres, adjacent to Francis C. Carter Memorial Preserve owned by TNC • Amos Green Farm – 101 acres, privately owned with conservation easement to Charlestown Land Trust • Fenner Farm – 85 acres, conservation easement held by Town and the RI Agricultural Lands Preservation Commission	• Loss of active Farms in private ownership • Fragmentation of active uses • Possibly loss of prime agricultural soils, • Displacement of individuals • Loss of private property • Loss of RI Farm Forest Open Space program properties • Loss of permanently protected farmland • Impact on state and local agricultural economy
Westerly Charlestown Richmond	**Previously Identified Historical /Archeological Impacts:** • Bradford Village Historic District • Historic Village & cultural, burial areas of the Narragansett Indian Tribe • Amos Green Farm	• Impacts to and loss of above-ground resources listed in or eligible for inclusion in the National and/or State Registers of Historic Places

F-0777 Hess_Nancy RI Dept of Planning

NEC TIER I FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

	• Columbia Heights Historic District • Shannock Village Historic District • Kenyon Historic District	• Impacts to and loss of significant prehistoric and historic archaeological resources • possible displacement of individuals and loss of private property
State of RI	**Demographic Profile:** • Providence –Warwick Metropolitan Statistical Area	• use a definition which matches the Census's Metropolitan Statistical Area
State of RI	**Other Public Health Impacts** • Contaminated soil and hazardous materials • Noise and vibration • Access to recreational areas • Short- and long-term air quality impacts.	• Public health, including effects of stress
State of RI	**Financing & Implementation:** • Investment plan and phasing approach	• Financing details and unlikely State funding split
Charlestown	**Settlement Lands:** • Tribal Lands - Narragansett Tribal Settlement Lands, formerly part of Indian Cedar Swamp Management Area, owner Narragansett Indian Tribe, permanent conservation easement to the State	• Loss of Tribal & conservation lands • Converted lands that were possibly acquired with Land and Water Conservation Fund Act funds

F-0777 Hess_Nancy RI Dept of Planning

NEC FEIS Comments - RECORD #761 DETAIL

Status : [redacted]
Record Date : 2/1/2017
First Name : stephanie
Last Name : marshall
Stakeholder Comments/Issues :

?To whom it may concern,

I am writing to you today regarding the Kenyon to Old Saybrook ByPass. As a resident, a landowner and a business owner here in Mystic, I am a stakeholder in this proposed project.?
I am firmly opposed to this project moving forward as it will be jeopardizing private and historic property in Old Saybrook and Mystic.
As the #1 tourist destination in CT, we generate untold millions of dollars in sales and use tax as well as room occupancy tax. This doesn't include food tax and gas tax. We also collectively employ a large section of the work force in the area.
?On to a personal note. I am a home owner here in town, that I pay for from profits that I make on the business that I operate here in town. If this goes through, and tourism is deminished, my business looses income, and I loose my house (which will have lost value because of the new track)
Please reconsider other proposals that do not include destroying historic landmarks, money creating and job sustaining, water supplies and property values.
We are invested in our community, and we hope that you will respect what all of the stake holders have invested here in our respective communities.
Best regards,
Stepanie Marshall
?

--
Stephanie Marshall
Tidal River Clothing
www.tidalriverclothing.com
860 536-6371

January 23, 2017

FRA Exec Sec
JAN 3 1 2017
Record - JMH

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

Subject: NE Corridor Rail Improvement Project

Dear Ms. Feinberg:

I am writing in opposition of ***alternative one*** of the Final EIS of the NE Corridor Rail Improvement Project. I am specifically against the proposed "Saybrook-Kenyon bypass". The bypass route proposed is a significant threat to the following: the Pawcatuck river watershed, the Nature Conservancy Frances Carter Preserve, Stoney Hill Cattle Company and other riparian forested areas that are critical to the restoration of the Pawcatuck river. I am also against any environmental degradation caused by the "Saybrook-Kenyon bypass" going through the Connecticut river valley that could adversely affect upland forests and wetlands of the lower Connecticut river.

I do support improvements to existing railway right of ways, such as track widening. The cost benefit of track widening to improve train speed and service is consistent with the regional goals of Connecticut and Rhode Island in preserving open space, protecting our watersheds and improving air quality while greatly improving mass transit. Furthermore, I believe a combination of intermodal transportation projects and improving our existing infrastructure would benefit all towns and cities in the northeast corridor. The idea of spending the level of federal money suggested while not improving local service is illogical.

Finally I can't state the importance of the U.S. Fish and Wildlife Services role in restoring anadromous and catadromous fish species of the Pawcatuck river. Also the Rhode Island Department of Environmental Managements efforts to monitor invasive marine vegetation of the lower Pawcatuck river and promulgate a plan to remove it from the ecosystem. These efforts to restore the rivers water quality and fisheries are dependent on sound land use planning through out the watershed. Clearly these goals will not be met if ***alternative one*** of the NE Corridor Rail Improvement Project is approved. Please improve existing rail right of way infrastructure; this will have an immediate impact to a larger user group of the railway system.

Thank you,

Dan Jensen
[redacted]
Wyoming, Rhode Island 02898

CC:

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

Charlestown Town Hall
Town Council
4540 South County Trail
Charlestown, RI 02813

F-0779 Jensen_Dan

Dan Jensen
[redacted]
Wyoming, RI 02898

CERTIFIED MAIL®

7015 [illegible] 0004 5259 5294

Ms. Sarah Feinberg
Administrator
Federal Railroad Administrat
1200 New Jersey Avenue Sou
Washington, DC 20590

Company Name
To: W31-221
Mailstop: W31-221
Department: ROA,RPA,RRP
Phone:
Purchase Order (ItemVarName4) PRIORITY
Route ""
70150640000452595294

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 1
5 POST OFFICE SQUARE, SUITE 100
BOSTON, MA 02109-3912

January 31, 2017

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

RE: NEC Future Tier 1 Final Environmental Impact Statement, CEQ #20160310

Dear Ms. Reyes-Alicea:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act, we have reviewed the Tier 1 Final Environmental Impact Statement (FEIS) for the Federal Railroad Administration's (FRA) NEC Future project in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia and Washington, DC.

According to the FEIS, "NEC FUTURE is a comprehensive planning effort to consider the future role of passenger rail service on the NEC in the context of current and future transportation demands." The FEIS describes that the purpose of the project is "…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 economic growth." While FRA's NEC Future work targets improved passenger rail services through upgraded infrastructure and integrated passenger operations, it also considers the relationship of the proposed actions with freight rail operations along the 457-mile corridor between Washington, DC and Boston, Massachusetts. The primary focus of the NEC Future planning is a 2040 horizon but the FEIS analysis extends beyond that horizon for work to develop and analyze alternatives.

According to the FEIS, "(t)he overall needs addressed by NEC FUTURE include aging infrastructure, insufficient capacity, gaps in connectivity, compromised performance, and lack of resiliency. Addressing these needs is essential to support the reliability of the passenger rail system. In addition, the FRA is committed to promoting environmental sustainability and economic growth." As we noted in our comments on the Tier 1 DEIS, EPA supports these objectives for the NEC Future project and believes that well designed Tier 2 projects can satisfy many of these goals while also making the corridor more resilient to flooding, severe weather events and by reducing emissions by reducing vehicle miles traveled.

To date the FRA has made a meaningful effort to effectively use the NEPA process to identify an "end to end" vision for the entire NEC corridor through engagement with both the public,

industry and local, state and federal agencies. The general nature of the Tier 1 process pushes in-depth discussion of many project impacts and how they will be addressed in the Tier 2 process. The importance of the upcoming Tier 2 process to address outstanding concerns cannot be understated, and sustained stakeholder engagement will be a critical component of that work. This collaboration will be critical given the significant concerns about the preferred alternative raised by communities in Connecticut and Rhode Island as well as the Narragansett Indian Tribe, among others. We recommend that the ROD contain a roadmap for the Tier 2 public engagement plan that specifically describes how project coordination covering all aspects of the project, including design, impacts, mitigation and construction, will occur going forward.

Our comments in the attachment to this letter identify recommendations for the FRA's Tier 2 process covering wetland impacts, drinking water, air quality, parkland/refuge impacts, freight rail movement, floodplains and threatened and endangered species. The FEIS clearly recognizes that some Tier 2 projects will face permitting and construction challenges that must be resolved, ideally without precluding improvements in freight movement.

We note the outstanding work of the FRA to develop the Tier 1 FEIS and to seek input on the project through the entire corridor. Now that meaningful comments, including objections to portions of the project, have been received, the FRA can focus on ways to address the potentially wide range of significant direct, indirect and cumulative impacts Tier 2 projects may cause. We look forward to continuing to work with the FRA to help address these issues as the ROD is developed and Tier 2 projects are advanced.

Please feel free to contact Timothy Timmermann of the Office of Environmental Review at (617) 918-1025 if you wish to discuss these comments further.

Sincerely,

William Walsh-Rogalski

William Walsh-Rogalski
Director, Office of Environmental Review

enclosure

Additional Detailed Comments on the NEC Future Tier 1 FEIS

Wetland Impacts

The FEIS analysis of impacts to water resources (including wetlands, page 7.5-1) notes that, "Adverse impacts may be difficult to permit or unallowable and may influence implementation of the Preferred Alternative." This statement is notable for its candor and speaks to the importance of carefully designed and coordinated Tier 2 projects that consider potential impacts. Refined avoidance and minimization efforts that will take place at the project level in Tier 2 will be a critical part of the process to reduce potential adverse impacts to aquatic resources along the entire NEC Future project area. We encourage FRA to continue close coordination with state and federal resource and regulatory agencies during the Tier 2 development process to ensure that specific Tier 2 projects include alternatives that represent the least environmentally damaging practicable alternative (LEDPA) under Section 404 of the federal Clean Water Act and related regulatory requirements. This coordination will also support the development of appropriate compensatory mitigation for impacts to wetland functions and values. EPA intends to remain actively involved in the discussions regarding Tier 2 projects.

Floodplain Considerations

The FEIS discussion of floodplains states that the FRA focused on areas designated by the Federal Emergency Management Agency as special flood hazard areas, also known as the area that would be inundated by the 1 per cent annual chance flood, also known as the 100-year flood. As Tier 2 projects advance we recommend that they be designed and carried out with due consideration to Executive Orders 11988 and 13690 related to avoiding impacts to floodplains and improving the nation's resilience to current and future flood risks over time.

Air

We continue to support the potential mitigation strategies listed in sections 7.13 of the FEIS including efforts to reduce emissions during the construction phase of the project by "the use of the cleanest available equipment" and equipping "applicable construction equipment with emission control devices such as diesel particulate filters, idle reduction, and exhaust retrofit technology". To assist with identifying appropriate control technologies, the EPA maintains a list of verified diesel exhaust control technologies at http://www3.epa.gov/otaq/diesel/verification/verif-list.htm.

We encourage coordination with state environmental departments to ensure compliance with local regulations regarding idling limits during the construction of any project advanced in Tier 2. A list of approved idle reduction technologies can be found at on the agency's SwartWay site here: http://www3.epa.gov/smartway/forpartners/technology.htm. Additionally, operator training to reduce unnecessary idling of equipment to supplement the adoption of these technologies is encouraged. These air pollution mitigation strategies and others can be found in

the Northeast Diesel Collaborative model construction specifications available on the Northeast Diesel Collaborative web site here: http://northeastdiesel.org/pdf/NEDC-Construction-Contract-Spec.pdf .

EPA appreciates FRA's consideration of environmental impacts of air pollutants to children from construction activities.

We look forward to the opportunity to provide comments on the Project-level Tier 2 analyses, which will include more-detailed evaluation of site-specific air quality impacts, as well as updated and refined regional and greenhouse gas analyses, as appropriate, including state implementation plan conformity and general conformity implications.

Drinking Water

EPA appreciates the acknowledgement in the Tier 1 FEIS that important details regarding drinking water resources, including sole source aquifers, state wellhead protection areas, and surface water sources used as public drinking water will be provided in the subsequent Tier 2 project studies. While Appendix JJ, Table JJ-12 of the Tier 1 Final EIS does not identify designated local, state and federal drinking water protection areas, it does indicate that Tier 2 EIS project studies will incorporate specific construction and mitigation measures to avoid and minimize effects on drinking water sources and designated resource protection areas. This is another important commitment for Tier 2.

It is worth noting that Tier 2 projects may be subject to heightened scrutiny under the Safe Drinking Water Act. Specifically, upon EPA designation of a sole source aquifer, "no commitment for federal financial assistance (through a grant, contract, loan guarantee, or otherwise) may be entered into for any project which the Administrator determines may contaminate such aquifer through a recharge zone so as to create a significant hazard to public health, but a commitment for federal assistance may, if authorized under another provision of law, be entered into for a plan or design of the project to assure that it will not so contaminate the aquifer." EPA encourages any Tier 2 project proponents to consult with the drinking water program in the appropriate EPA regional office so that this statutory provision is taken into account in project location and design.

We reiterate our comments on the Tier 1 DEIS that specific information regarding spill prevention and response will be a critical component of the evaluation of the construction phase for all segments of the project. In addition, we continue to recommend that Tier 2 EIS project studies fully address drinking water source protection areas including: wellhead protection areas, drinking water intakes for surface water supplies, and sole source aquifers. The following datasets would be important components of the Tier 2 analyses:

Connecticut (CT) wellhead protection areas, surface water protection areas and private wells owners (not identified in Appendix E.05). Below are the contacts for CT agencies.

Connecticut Department of Public Health
Source Water Protection Unit

Contact: Eric McPhee, State Source Water Protection Coordinator
410 Capitol Ave.
Hartford, CT 06134
Phone: (860) 509-7333
Email: Eric.McPhee@ct.gov
Website: www.ct.gov/dph/publicdrinkingwater

Connecticut Department of Energy and Environment
Aquifer Protection Area Program
Bureau of Water Protection and Land Reuse
Planning and Standards Division
79 Elm Street
Hartford, CT 06106-5127
Phone: (860) 424-3020
Email: deep.aquiferprotection@ct.gov
Website: www.ct.gov/deep/aquiferprotection

EPA Region 1 Sole Source Aquifer delineations

Found at https://www.epa.gov/dwssa

Information about private wells within five-hundred (500) feet of the proposed corridor

State drinking water programs should be contacted for their private well information. The Rhode Island Department of Health is the lead agency for receiving well installation completion reports effective January 1, 2013. For information contact: Tom Angelone (tom.angelone@dem.ri.gov). Similarly, the Massachusetts Department of Environmental Protection and Connecticut Department of Energy and Environmental Protection should be contacted for information regarding available private well data in the project corridor.

Impacts to Parkland/Refuges

The Tier 1 DEIS described potential impacts to a number of National Wildlife Refuges, including Tinicum and Patuxent. The Tier 1 FEIS shifted the proposed alignment of the preferred alternative corridor off of Refuge properties. We appreciate these efforts to avoid and minimize impacts and encourage the FRA to continue to make efforts to avoid and minimize impacts to park lands and refuges throughout the corridor. We recommend that Tier 2 projects consider different construction methodologies to minimize effects and that the Tier 1 ROD include conditions to formalize these commitments going forward to Tier 2. We also recommend that where parklands and refuges are impacted by Tier 2 projects, project sponsors coordinate very closely with park stewards and users of these areas, particularly where specific plans for mitigation are proposed.

Threatened and Endangered Species

The FEIS defines and applies a 3000-foot-wide Affected Environment area. While 3000 feet may be appropriate for identifying ecological resources, EPA recommends that specific boundaries for assessing impacts to species and ecosystems for Tier 2 projects be determined in conjunction with FWS and NMFS. EPA also recommends that the Tier 2 analyses use terms such as "No Effects determination" for species no longer under consideration in the affected environment to signal that an evaluation supports that specific decision.

Emissions & Noise Impacts from Locomotives, Facilities & Operations

4.5.10.1 Storage and Maintenance Facilities
New/expanding yards often face fierce local opposition and enduring resentment, as well as competition from other urban infill projects perceived as more compatible with residential, institutional and commercial land uses. The FEIS assumptions for Boston may be particularly vulnerable in this way as aspects of the South Station Expansion are contested, as well as reliant on the I-90 Allston Interchange Project (Beacon Park Yard), where MassDOT is proposing a smaller layover and maintenance area in response to stakeholder pressure. We recommend that the Tier 2 analyses take a careful look at assumptions made about proposed maintenance and storage facilities in the Boston metropolitan area (and in other parts of the NEC corridor) to determine if they will change in a manner that significantly hampers both regional and intercity service.

The NEC and related regional networks can only function efficiently if trains can be stored and serviced in locations that do not require extra miles, empty moves, and laying over on track needed for travel, passing and breakdowns. Idle reduction infrastructure (shore power for head-end power units and main engines, yard air to maintain brake pressure, etc.) to minimize engine on-time, facility enclosure to reduce noise and visual disturbance, and adequate layout to minimize excess equipment moves has helped improve acceptance and reduce harm in some locations. We recommend that technologies and operating agreements to minimize impacts on yard abutters be presented as default approaches in Tier 2 NEC planning.

4.6.1 Chokepoint Relief Projects (Massachusetts – Canton Junction to Readville)
Readville passenger and freight rail operations (especially long-term idling by switcher locomotives) are a current source of resident complaints to city, state and federal authorities. Abutter acceptance of increased activity in this and in other areas of the NEC corridor will depend on providing infrastructure and binding operational agreements to minimize emissions and noise. We recommend that the Tier 2 analyses fully explore these possibilities.

4.8 Shared Access and Consideration of Freight
Providing new opportunities for freight rail access to ports could yield environmental benefits in terms of eliminating less fuel-efficient truck trips. However, unless the locomotives serving the ports are high-Tier (i.e., "clean") and equipped with idle reduction technology, or "alternative fuel" (e.g., electric) -powered, criteria air pollutant emissions in port neighborhoods could worsen. We recommend that the Tier 2 analyses specify the technology that will be applied to support a complete analysis of potential emissions.

5.3.3.3 Freight
This section of the Tier 1 FEIS shows laudable attention to the importance of ample freight rail access to the corridor, to address freight needs and avoid passenger-freight conflict.

6.3.4.7 Passenger-Freight Interface
This section of the Tier 1 FEIS usefully relates increased need for freight transport to growing populations, and to the role of study area ports as sources of increasing freight volumes that rail can carry. Indeed, while most NEC corridor ports will not be able to handle post-Panamax vessels, some are currently planning dredging and other projects to enable them to handle the largest present-day vessels that will be squeezed out of other ports capable of accommodating post-Panamax vessels.

Not only are maritime freight volumes expected to grow, according to FHWA Administrator Gregory Nadeau (speaking at an October 2016 Clean Freight Corridors event at Rensselaer Polytechnic Institute), the Northeast can expect a "tsunami of people and goods" in the near term, and DOT projections typically cite a 30 to 40 percent increase in freight volumes for the Northeast by 2040. The Preferred Alternative should assume that merely preserving existing freight rail mobility and improving flow by easing chokepoints will soon prove insufficient to handle the volumes generated by ports, intermodal freight, and truck-to-rail mode shift. State DOTs will be working with freight railroads through network planning and public-private partnerships to upgrade and expand freight rail infrastructure near the NEC, and the NEC itself will undoubtedly be affected to some extent.

We recommend that the NEC Future project anticipate that freight railroads will want to add capacity, and plan generously for infrastructure and operations that will allow that without compromising passenger frequencies and speeds, or necessitating prolonged layovers by freight trains seeking access to the NEC.

6.3.6.2 Induced Growth and the Potential for Indirect Effects of the Preferred Alternative
This section acknowledges the likelihood that the NEC will induce demand for passenger and freight rail, and that agencies and railroads in the Study Area will need to respond. We recommend that work on Tier 2 include plans to accommodate freight, as well as passenger-induced demand, as a means of minimizing future congestion, disruption, and expense.

7.11.4.3 Air Quality (need to see if need EJ label on this heading):
While the NEC Future project should have a positive impact on attainment areas, ongoing criteria air pollutant impacts to EJ populations abutting facilities like stations, storage/maintenance areas and sidings may be significant, and will need to be mitigated in Tier 2 planning. The need to assess localized impacts is referenced in 7.11.8, Subsequent Tier 2 Analysis, but neither of these sections provides examples of air quality mitigation measures (beyond monitoring to assess whether a problem exists).

7.12 Noise and Vibration
Within this chapter, section 7.12.4.2 Preferred Alternative provides a brief but serious discussion of the likely substantial noise and vibration impacts of locomotive dwelling and idling on

populations near NEC facilities. As Tier 2 analysis, project phasing and financing play out, we recommend that mitigating these impacts be given high priority. We also recommend that Tier 2 projects take the potential health impacts of noise and vibration into account in project design and mitigation.

7.13 Air Quality

EPA appreciates that in response to our comments, FRA pledges that the Tier 2 analysis will examine the potential for localized air quality impacts from diesel locomotives and equipment during and post-construction, and a variety of options for mitigating such impacts.

7.14 Energy

Section 7.14.6 Potential Mitigation Strategies states that alternative energy and energy-efficient measures to reduce energy use will be "considered" in future planning. We encourage the FRA to make this a priority not only for environmental (air quality, and environmental justice) reasons, but as an operations resiliency strategy. Namely, the lower and more flexible the energy demand of the NEC overall, the more likely the "grid" will meet that demand in times of system-wide stress, and as demand increases.

8. Construction Effects

Because construction management will be "extremely challenging," and pose impacts to freight rail operations, scheduling and staging cannot be relied upon entirely to prevent impacts. Acceptable locations for construction-related dwells and layovers by diesel-powered trains not able to simply bypass construction zones should be chosen carefully, and designated in binding agreements with the railroads. Operational and technology-based idling reduction measures for those locations should be considered to avoid acute impacts on nearby populations.

Because "applicable federal, state and local regulations regarding mitigation measures of diesel emissions" have been found by the Surface Transportation Board to generally not apply to interstate passenger and freight railroad operations, FRA and other project sponsors will need to negotiate arrangements, or provide for abutter accommodations, to prevent significant noise and emissions construction-related impacts from idling locomotives that could last for months and even years. Avoidance, minimization and mitigation measures imposed by local and state laws would best be considered in Tier 2 projects where they do not single out the NEC Future project and do not unduly interfere with interstate commerce

To prevent undue confusion and frustration on the part of the public and the agencies the public will contact to complain, we recommend that the FRA and the NEC Commission conduct active and transparent public outreach on construction effects. They should also publicize, via EPA regional offices, state air agencies, local boards of health, local-, state- and federal -level elected representatives, and other means, a public-facing website for construction-related information, and a hotline for complaints. We also encourage FRA in coordination with the Surface Transportation Board to clearly communicate to the public the potential impacts of pre-emption on construction and operation of projects.

The Honorable Jack Reed
728 Hart Senate Office Building
Washington, D.C. 20510

Re: Rail Policy – Support for NEC Future route, including bypass

Saturday, January 28, 2017

VIA ELECTRONIC MAIL

Dear Senator Reed,

Thank you for your leadership. I'm writing to support the Federal Railroad Administration "NEC Future" plan, including specifically the "bypass" segment that has been a subject of some recent controversy.

At Upserve, one of Rhode Island's fastest-growing businesses, we depend on rail to attract employees – we even provide them with monthly rail passes. High-speed rail helps Rhode Island employers like Upserve cast a wider net for skilled workers, and gives Rhode Islanders easier access to out-of-state job opportunities. Shrinking distances to neighboring cities via faster rail is essential to economic development.

It's thrilling to imagine the NEC vision for faster travel, especially between New York and Boston. Unfortunately, Providence to Boston route segments are last on FRA's upgrade schedule, slated for 2040. I encourage you to advocate for earlier improvements to those segments of the corridor.

Recently, Amtrak purchased new Acela trainsets. As older Acela trainsets currently in service are retired in 2020, I hope Amtrak may consider repurposing earlier generation trainsets into a Boston to Providence "shuttle." Perhaps someday, the MBTA and RI could jointly operate some of them for this purpose.

In 2014, Rhode Island voters approved a $35 million bond, in part to move bus service from Kennedy Plaza to the Providence Amtrak station. While $35 million in state funds are inadequate to realize the full vision, it's a start. I encourage you to consider this "Providence Intermodal Transportation Center," intended as a private-public partnership, as a prime contender for any federal infrastructure initiatives. Perhaps a low interest rate credit facility such as the federal RRIF program would help the project.

Some in Connecticut and southern Rhode Island oppose changes to the NEC route. It's easy to find faults in the pursuit of progress; to say "no." I am reminded of the story I read my boys, *The Little Engine that Could*, with one page after another of naysayers who refuse to help the toys and dolls cross over the mountain. Please keep the greater good of Rhode Island's economic development foremost in your thoughts. NEC Future will take years to realize. If it is to avoid "death by one thousand cuts," we must stay on track. I recognize this bypass issue is hardly the greatest barrier to realizing the grand NEC vision. But, if we don't steel our resolve forcefully at every step, we will never get to the other side of the mountain.

Very truly yours,

Angus Davis
CEO, Upserve
10 Dorrance Street
Providence, RI 02903
angus@upserve.com

p.s. I have enclosed a copy of a recent Boston Globe opinion column that may be of interest.

cc: The Honorable Sheldon Whitehouse
The Honorable David Cicilline
The Honorable Gina Raimondo
NEC Future / U.S. DOT Federal Railroad Administration

Why does our transportation system stink? Ask Connecticut

By Dante Ramos Globe Columnist January 18, 2017

Michael Dwyer/AP Photo

An Amtrak Acela train travels through Old Lyme, Conn.

If you're wondering why American infrastructure stinks, don't just look at Washington, D.C. Look at what's going on right now in southeastern Connecticut.

Last month, as part of an effort to shave 45 minutes off the Acela commute between Boston and New York, the Federal Railroad Administration announced its support for a 30-mile bypass around existing train tracks along the Connecticut shore. Lots of people in Connecticut hate the idea, because the new high-speed railway would cut a new path through farms,

conservation land, and historic areas across and around downtown New London, where local officials are eager to hold on to Amtrak service.

Governor Dannel Malloy and Senators Richard Blumenthal and Chris Murphy swiftly issued a joint statement opposing the bypass, which they say has "inflamed" the affected communities. Blumenthal raised the issue last week in confirmation hearings for Elaine Chao, President-elect Donald Trump's nominee for transportation secretary.

Even the most useful project stands little chance when leaders of the state where most of the work would happen resolutely oppose it. The uproar in Connecticut highlights a much broader obstacle to improving America's transportation systems. Beyond a dearth of public investment — which is also a problem — we can't strike the political compromises, or absorb the inconveniences, necessary to make major projects happen.

When Trump bemoaned the sorry state of America's airports, railways, bridges, and tunnels during his presidential campaign, transportation nerds perked up. "We're becoming a third-world country, because of our infrastructure, our airports, our roads," he said.

If only. For US travelers who've cruised smoothly above the crowded streets of Bangkok aboard the Skytrain, or hurtled toward Shanghai's international airport in a magnetic-levitation train moving at 200-plus mph, it's striking how developing countries manage to pull off state-of-the-art infrastructure while Americans keep plodding along on creaky old trains.

For Acela, Amtrak's high-speed service, a bypass in Connecticut and southwestern Rhode Island would be a massive improvement. It would straighten out curves that slow trains down and avoid dangerous at-grade

crossings that bedevil rail traffic along the current route. Improving mobility between Boston and New York, two of the country's most productive metro areas, helps the overall economy. Faster, more convenient train travel would also mean less highway and airport congestion. Building rail infrastructure further inland will look ever more prescient as sea levels rise.

The catch is that small coastal towns in southeastern Connecticut just won't get much immediate benefit. The railroad agency has tried to appease opponents. After people in historic Old Lyme blasted the idea of an elevated railway through their village, the government proposed a tunnel instead — a far pricier option that opponents don't like either.

Disturbing sleepy rural communities for the benefit of big-city hotshots isn't an easy sell in the current political environment.

Moreover, the very idea of asking some communities to sacrifice for the greater good has fallen into discredit, for reasons Bostonians understand well. In an Eisenhower-era vision of progress, the Southwest Expressway and Inner Belt projects would have torn through thickly settled areas of Boston, Cambridge, Brookline, and Somerville for the benefit of commuters from farther suburbs. In the early 1970s, Governor Frank Sargent made the far-sighted decision to scuttle the highways and beef up the MBTA instead.

Today, however, infrastructure improvements of any sort are a slog. We lack the ability to distinguish existential threats to a community from modest inconveniences, which might be addressed or just ignored. The old-fashioned way around this obstacle would be to pour in lots of extra money, in the form of mitigation projects and other sweeteners, so that Connecticut towns feel they're getting something for their trouble.

But that pushes the overall price tag up, as do other requirements — wetlands protections, prevailing-wage rules for construction workers — that, in theory, serve defensible policy goals. If anything, Trump, who wants federal projects to use American-made steel and iron, is poised to add to the number of

hurdles that projects must clear. It's easy to lament the sorry state of our transportation networks — while ignoring all the barriers we've put in the way of improving them.

Dante Ramos can be reached at dante.ramos@globe.com. Follow him on Facebook: facebook.com/danteramos or on Twitter: @danteramos.

NEC FEIS Comments - RECORD #762 DETAIL

Status : [redacted]
Record Date : 2/1/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Please say "NO" to the bypass.

Janice Contessa
Charlestown

NEC FEIS Comments - RECORD #763 DETAIL

Status : [redacted]
Record Date : 2/1/2017
First Name : mystic
Last Name : army navy
Stakeholder Comments/Issues :

To the Federal Railroad Agency,

I am a resident of AND a business owner in Historic Downtown Mystic, Connecticut and I wish to express my deep concern for the Kenyon to Old Saybrook Bypass of the NEC Future in its CURRENT form.

While I support rail service in general and support efforts to increase the efficiency of such, and I applaud the vision to take into account the potential effects of climate change and future rising sea levels, the impact on the greater Mystic Connecticut's local tourist economies would be overbearing and would eradicate decades of diligent work to create world class attractions such as Old Mystic Village, the Mystic Aquarium and other supporting tourism related businesses that lie in the path of the currently proposed bypass. All of us in Downtown Mystic need the Olde Mistick Village to not only exist, but to flourish with full and productive businesses inside. We also deeply need the Mystic Aquarium as an important attraction, not only for marine life rehabilitation but for visitor contact. Here in Mystic, we have 4 very important landmarks: Downtown Mystic, Olde Mistick Village, the Mystic Seaport, and the Mystic Aquarium. You cannot cut off at the knees by removing two of these.

Specifically, while I support some aspects of the NEC Future proposal and support improvements to rail service in general, I unequivocally OPPOSE this bypass in its current form. Please seek alternate means of accomplishing the mission without undue hardship on our economy.

Thank you for your attention to this matter.

Michelle Gemma

Mystic Army Navy Stores LLC

37 West Main Street

Mystic, Connecticut

06355

Family-Owned and Operated since 1993

Owner: Michelle Gemma

Tel: 860-536-1877

Fax:860-536-3877

Email: sales@mysticarmynavy.com

Website: www.mysticarmynavy.com <http://www.mysticarmynavy.com/>

Facebook: www.facebook.com/mysticarmynavy

Twitter: @mysticarmynavy

Instagram: mysticarmynavystores

NEC FEIS Comments - RECORD #765 DETAIL

Status : [redacted]
Record Date : 2/1/2017
First Name : Steve
Last Name : Decosta
Stakeholder Comments/Issues :

To the Federal Railroad Agency,
I'm a resident of Groton,Ct. and work as a manager at a shop in Olde Mistick Village and wish to express my concern for the Kenyon to Old Saybrook bypass
in it's current form.

While I believe rail service is a vital part of the transportation mix and I do support the efforts of your agency to both improve the efficiency of the rail service while thinking ahead to possible issues with climate change and coastal sea level changes, the impact on the greater Mystic,Connecticut tourism industry and the small businesses that make up this area would be devastating. The proposed bypass would cut through both Old Mystic Village and the Mystic Aquarium,both of these attractions are major tourist draws for the state of Connecticut.

I do support some parts of the NEC future proposal and do support improving rail service, I absolutely oppose this bypass in its current form. Please seek alternate routes to achieve your goal without causing serious harm to the economy.
Sincerely,
Stephen DeCosta

NEC FEIS Comments - RECORD #766 DETAIL

Status : [redacted]
Record Date : 2/1/2017
First Name :
Last Name : russandanu
Stakeholder Comments/Issues :

To whom it may concern,

Please, please, please…Scrap the proposed plan to alter the railroad line beginning in Old Saybrook/Old lyme to Kenyon Rhode Island. While we are all so aware of the shortcomings of the existing line and the need to upgrade. The proposed plan is deeply flawed in every way imaginable , and has absolutely no local support! It would absolutely destroy the local region's nature, history, economy, social fabric… There is nothing good about the plan.
I speek on behalf of my household(4 of us) and all of the communities in the region.

We will not allow it to happen!

Russell D. Fogg, Anu Godfrey-Fogg, Jonah Godfrey_Fogg, and Harry Godfrey-Fogg
[redacted]
Old Lyme, Ct. 06371
Russ and Anu
[redacted]

NEC FEIS Comments - RECORD #767 DETAIL

Status : [redacted]
Record Date : 2/1/2017
First Name : Mike
Last Name : @ SI.com
Stakeholder Comments/Issues :

Dear Ms. Rebecca Reyes-Alicea

I am in favour of the plan. Your proposed line through Westerly passes through my house, hopefully.

I have been trying to get out of Westerly for years. This is an ideal opportunity.

However, I have just spend many thousands of dollars improving my house and am about to spend the spring re-landscaping.

Your announcement has meant that there is absolutely no chance of me selling my property any time soon.

Please announce, make me an offer, or stop the plan so I can pursue my objectives.

Sincerely

Mike Southern

Westerly RI

NEC FEIS Comments - RECORD #768 DETAIL

Status : [redacted]
Record Date : 2/2/2017
First Name : Ninon
Last Name : Starke
Stakeholder Comments/Issues :

Dear Federal Railroad Administration,

I am asking your help in letting the Federal Railroad Administration know that the proposed bypass is too destructive to the communities in southwest RI and southeast CT. We are asking that they stay within their current right of way rather than disrupting approximately 1800 acres of conservation land Tribal land, historic and working farms as well as the entire water supply for the town of Westerly. I am not opposed to the high speed train, however the negative impact it would have in Southwest RI and southeast CT would be devastating.

Sincerely,
Ninon L. Starke

This e-mail and any files transmitted with it are confidential and intended solely for the use of the individual(s) or entity(ies) to whom it is addressed. If you have received this email in error please notify the system manager. This message contains information that is proprietary, privileged, and/or confidential and is intended exclusively for the person(s) to whom it is addressed. If you are not the named addressee you should not disseminate, distribute or copy this email.
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NEC FEIS Comments - RECORD #769 DETAIL

Status : [redacted]
Record Date : 2/2/2017
First Name : Alison
Last Name : Fields
Stakeholder Comments/Issues :

I must urge you to oppose the “Old Saybrook to Kenyon Bypass” Much as I support public transportation and rail transportation in particular, i urge you to explore alternative which would spare Narragansett Tribal lands, the Carter Preserve, the Amos Green farm, the neighborhoods of Burdickville and Columbia Heights and many private homes. I understand that the existing route or the Rte 95 highway would be better choices.

Please preserve Rhode Island history and residential properties by removing the bypass in the EIS Tier 1 document.

Alison Fields

NEC FEIS Comments - RECORD #770 DETAIL

Status : [redacted]
Record Date : 2/2/2017
First Name : Jennie
Last Name : Frisella
Stakeholder Comments/Issues :

Please do not continue with your plans to re-direct the railway. It is affecting many towns in RI & CT, farm lands, water supplies, and private homes. It is preferable tahat yhou utilize already existing railways.

Jennie

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Please notify the sender immediately by return e-mail if you have received this email in error, delete all electronic copies from your system and destroy hard copies in a secure manner. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

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NEC FEIS Comments - RECORD #771 DETAIL

Status : [redacted]
Record Date : 2/2/2017
First Name : Andrew
Last Name : Llaguno
Stakeholder Comments/Issues :

To Whom it may Concern;
My name is Andy Llaguno [redacted], Charlestown, RI. I am writing in "opposition" to the by pass - since it goes directly thru my house. Some folks buy a house for an investment while others to create a home. My wife and 2 young children have created a home. I work at the Universality of Rhode Island and have invested 20 yrs at the institution. We built our home 15 yrs ago - bran new! I have added a 2 car garage with a loft, paved the driveway, add a large deck, fenced in back yard, out door shower, and planted over 50 shrubs, and 30 trees, etc. This does not include all the upgrades inside the home - such as hard wood floors, flood lights, tile, finished basement, new bathrooms, etc. As you can see - I did all the work myself to save money and make it beautiful for my family.
We love our home and built it off a busy road, 3.5 acres for privacy, with wet lands in my back yard to protect us from other houses etc being built. We stretched our budget to the max with this house over the years to live in a nice house. We have sacrificed so much to make our house what it is today. We love where we live and so do our young boys!
I have learned about terms like eminent domain and fair market value. I can tell you, there is nothing fair about being forced to sell if you don't want too. I have looked up homes in Charlestown and there is nothing even close to all the upgrades, acres, age of the home, and all the hard work I have done inside and outside. This makes us very stressed!
In addition, if this plan goes thru - it can take up to 25 years. So what happens if I choose to relocate to other university and I cannot sell my home, or get the value that I put into it since you put us on this map.
Its not fair, that the Feds, and Rail Road have their thumbs on my home at all - or for several years to come.
I am a hard working person - that does not make that much money. I have put all of our moneys on our home. The plan was to send my boys to URI to help us with college tution, then retire in our present home when its all paid off. We have planned it and have all our t's crossed and i's dotted.
What gives anyone the right to change that? Its like you are taking our freedom away (of being a home owner) and "dictating" our future. I have done everything right - paid my bills, taxes, etc on time.
This by pass will cut less then one minute time going thru Charlestown and cost over a "billion" dollars - and destroy the beautiful landscape, natural habits, preserves, wet lands, Indian tribal lands, open lands, what ever farms we have left in our town, private properties, private "homes",

displace friends and neighbors, displace communities, destroy water shed and Pawtucket/Wood River, etc. etc etc. for one minute of time...
Cost - benefit is not there especially to those affected directly and does nothing to improve our town.
I ask you, what if it where happening to you directly? Please find an other route or "stay within in the current lines". Save our homes and community!
I know its a future project - but its not fair and you cant come close to finding a home exactly like ours which we are attached too and worked days, months, and years to make it beautiful.
Please find another way! Save my home!
I look forward to a discussion and better solution. It was obvious in our town hall meeting where hundreds of residents, other town reps in South County, and reps from CT are opposed and even our governor is listening to us and opposes it!
RI is known as the STATE OF RHODE ISLAND AND PROVIDENCE AND PLANTATIONS.
-Providence is to protect nature and Plantations means farm lands.
This by pass also goes in opposition to our state heritage.

I welcome the opportunity to speak with you anytime - [redacted]. Save our home! Find an other solution. Please keep me posted on any current events.

HAVE A GREAT DAY
ANDREW LLAGUNO, MSED, ATC, CSCS, PES

NEC FEIS Comments - RECORD #773 DETAIL

Status : [redacted]
Record Date : 2/3/2017
First Name : Valerie
Last Name : Talmage
Stakeholder Comments/Issues :

Attached please find comments on the NEC FEIS from Preserve Rhode Island, the statewide advocate for historic places.

Valerie Talmage
Executive Director
Preserve Rhode Island
957 North Main Street
Providence, RI 02904

Work: 401 272 5101 x 203
Cell: 781-812 3440

Attachments : FEIS NEC letter 1 19 2017.pdf (154 kb)

The statewide advocate for Rhode Island's historic places

January 19, 2017

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

Dear Sirs:

Preserve Rhode Island (PRI), the statewide nonprofit advocate for historic places, registers the following comments on the Tier 1 Final Environmental Impact Statement for the Rail Investment Plan for the Future of the Northeast Corridor.

PRI especially applauds the first key feature of the FEIS: A corridor-wide commitment to the NEC and the urban centers it connects today. The Northeast Corridor is an exceptionally important transportation link and economic driver for Rhode Island, and commitment to improving service by connecting the existing urban centers is critical to the state's future. PRI supports the long range look at ways to continue to invest in and improve rail service along the corridor.

Nevertheless, PRI has significant concerns about how the proposal affects historic places in Rhode Island. The FEIS's Preferred Alternative calls for substantial segments of new tracks across southern Rhode Island. A new "Representative Route" has been "dotted-lined", including new segments that divert from the existing tracks, across miles from Westerly through Charlestown and South Kingstown.

Quoting from the FEIS: *"The term Representative Route is intentionally used to capture the highly conceptual and representative nature of a proposed route for the Preferred Alternative. At this Tier 1 level, the FRA has not defined specific alignments."* While the written FEIS calls the "Representative Route" highly conceptual, the maps provided, with dotted lines that outline a proposed new rail route seem the opposite: specific places on maps that affect specific properties. The contrast of concrete maps versus the stated conceptual nature of the "Preferred Alternative" has caused understandable anxiety among homeowners, land trusts, preservationists and town officials throughout southern Rhode Island.

If the maps illustrating the "Representative Route" were indeed a layout for segments across Washington County, Rhode Island, it would cause significant impacts to protected open space, agricultural lands and historic properties. The "Representative Route" bisects nature preserves and historic farms, places that Rhode Islanders cherish as we work to protect the quality of the landscape character and historic values in our communities. For many decades, communities in this area have

worked to protect lands – important for scenic, environmental, agricultural and historic resources. Lands have been set aside for permanent conservation protection and provide recreation for the public. These parcels include natural and cultural resources with important public benefits.

PRI takes the FEIS at its word that the "Representative Route" is not a rail layout. Indeed, it cannot be, since given the scale of planning, the FEIS has not conducted the legally required field studies and analyzed alternative layouts to evaluate their environmental impacts, including to historic places.

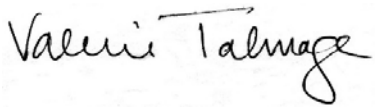
The FEIS says: *"As appropriate, … feasibility studies may be conducted prior to advancing Tier 2 projects to consider location-specific constraints and opportunities."*

If plans for new rail segments in Rhode Island progress, the next step should be such a feasibility study rather than advancing straight to "Tier 2" projects. The FEIS acknowledges FRA's obligation to consider both direct and indirect impacts to historic & archaeological properties and parklands under both Section 106 of the National Historic Preservation Act and Section 4(f) of the Transportation Act. Section 106 will require the federal agency to conduct a rigorous evaluation of alternatives, first to identify historic and archaeological properties eligible for the National Register of Historic Properties that would be affected, and then to consider alternatives that avoid, minimize or mitigate harm. Section 4f is even more directive and requires the federal agency to adopt prudent and feasible alternatives that avoid or minimize harm to historic properties and parkland.

Given the number of historic properties and open space reserves and parkland in Rhode Island that could be affected by any proposed new segments, a feasibility study is essential. The feasibility study will need to assess all alternatives to accomplishing the project objectives, including whether it is prudent to make improvements within the existing right of way.

Finally, the FEIS cites Preserve Rhode Island as a possible "consulting party" under Section 106 of the National Historic Preservation Act for Tier 2 projects. PRI was not consulted during Tier 1 EIS. We ask to be a consulting party going forward. As a consulting party, PRI will be committed to assisting the FRA in improving rail service through Rhode Island in ways that avoid or minimize harm to historic places and open space.

Sincerely,



Valerie Talmage
Executive Director

xc: Ted Sanderson, RI SHPO

NEC FEIS Comments - RECORD #774 DETAIL

Status : [redacted]
Record Date : 2/3/2017
First Name : Daniel
Last Name : Warren
Stakeholder Comments/Issues :

Hello,

I am writing to register my displeasure with the FRA's decision to exclude the Hartford to Providence connection from the Preferred Alternative. This connection would have provided a valuable inland route increasing resiliency of the NEC, increased connectivity of Connecticut's most important metropolitan center to Providence, Boston, and New York City, and would have avoided the public outcry that is unfurling in response to the proposed southeastern bypass. The Preferred Alternative running through southern Connecticut and Rhode Island is opposed by tens of thousands of residents and nearly the entire Congressional delegation from both states. Please consider re-routing the Preferred Alternative through Hartford and Connecticut.

Thank you,
Daniel Warren
[redacted]
[redacted]
Andover, CT 06232

NEC FEIS Comments - RECORD #775 DETAIL

Status : [redacted]
Record Date : 2/6/2017
First Name :
Last Name : Tim
Stakeholder Comments/Issues :

Hello,

I write to express my support of the plans outlined in the NEC Future Tier 1 Final EIS. I am impressed with the possibilities for improved travel times and the various environmental and economic benefits the document outlines. While I am not qualified to evaluate the study in technical terms, I am supportive of public investments such as this, which improve the appeal of public transportation alternatives relative to automobile use. I understand local opposition to certain segments of the plan (e.g., in southern Rhode Island). The Department of Transportation should, where practical, avoid the use of sensitive land (nature preserves, historic sites, etc.), but it should not lose sight of the fact that an improved rail system will be hugely valuable to many people for many years in ways that will offset these impacts.

Thank you.

Timothy Harrigan

Providence, RI

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Sue Aberbach

Address: [redacted]

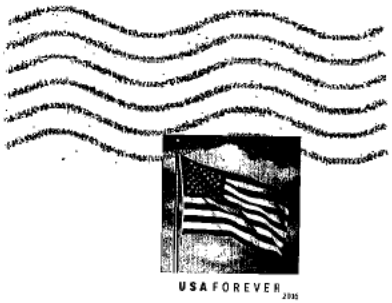
Town, State, Zip: Norwich CT 06360

Email address: [redacted] Date: 1-18-17

F-0794 Aberbach_Sue

Return Address:
Aberbach
[redacted]
Norwich CT 06360

HARTFORD CT 061
19 JAN 2017 PM 6 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Linda Ahnert

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/18/17

Return Address:

Linda Ahnert

[redacted]

Old Lyme, CT 06371

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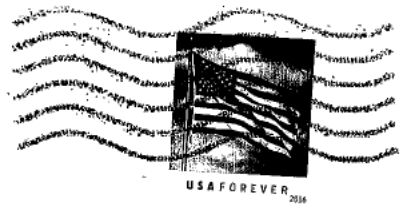

F-0795 Ahnert_Linda

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14E204

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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Steven Ames

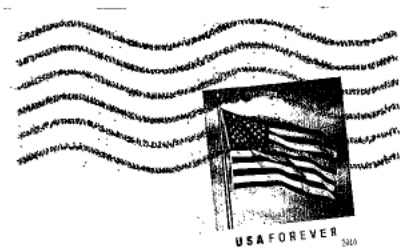
Address: [redacted]

Town, State, Zip: Old Lyme, CT. 06371

Email address [redacted] Date: 1/20/17

HARTFORD CT 061

21 JAN 2017 PM 3 L



Return Address:

Steven Ames

[redacted]

Old Lyme, Ct. 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Shirley Annunziata

Address: [redacted]

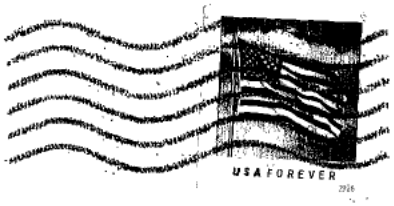
Town, State, Zip: Old Lyme, CT. 06371

Email address: [redacted] Date: 1/4/17

F-0797 Annunziata_Shirley

Return Address:
Shirley Annunziata
[redacted]
Old Lyme, CT 06371

HARTFORD CT 061
06 JAN 2017 PM 8 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Bill Appleby

Address: [redacted]

Town, State, Zip: Clinton CT 06413

Email address: [redacted] Date: 1/9/2017

Return Address:
Bill Appleby
[redacted]
Clinton CT 06413

HARTFORD CT 061
10 JAN 2017 PM 1 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Caren Appleby

Address: [redacted]

Town, State, Zip: Clinton CT 06413

Email address: [redacted] Date: 1/5/17

F-0799 Appleby_Caren

HARTFORD CT 061

10 JAN 2017 PM 3 L

Return Address:

C. Appleby

[redacted]

Clinton CT 06413

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Judith Archer

Address: [redacted]

Town, State, Zip: Old Lyme, CT. 06371

Email address: [redacted] Date: 1/11/16

Return Address:

Judith Archer
[redacted]
Old Lyme, CT 06371-2305

HARTFORD CT 061

11 JAN 2017 PM 7 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

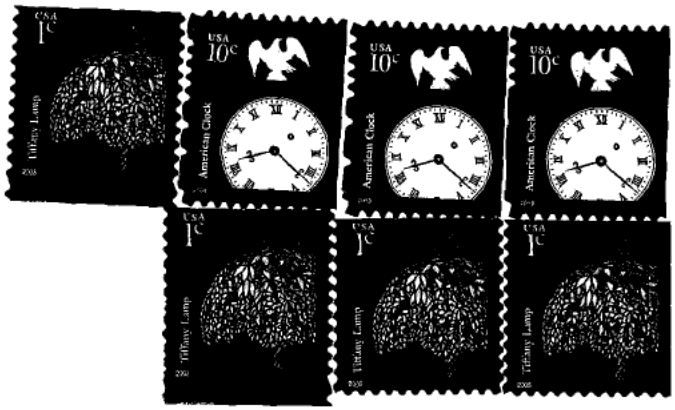
Name: WILLIAM ARCHER

Address: [redacted] CLOZ LANE TE.

Town, State, Zip: OLD LYME, CT. 06371

Email address: [redacted] Date: 1/11/17

Return Address:
W M. ARCHER
[redacted]
OLD LYME, CT. 06371



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Joan Baffaro

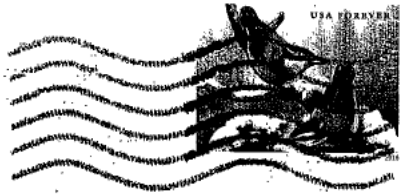
Address: [redacted]

Town, State, Zip: Old Lyme, CT

Email address: [redacted] Date: 1/12/17

We moved to OL a little over a year ago and thought our substantial investment was a prudent one.. Had we known about this plan we would not have built our home here.

F-0802 Baffaro_Joan



HARTFORD CT 061

13 JAN 2017 PM 8 L

Return Address:

[redacted]

Old Lyme CT
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Tim Baffaro TIM BAFFARO

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address [redacted] Date: 1/8/17

Return Address:
Tim BAFFARO
[redacted]
OLD LYME, CT 06371

HARTFORD CT 061
10 JAN 2017 PM 8 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Judith Barnard

Address: [redacted]

Town, State, Zip: East Lyme, CT 06333

Email address: [redacted] Date: 1/11/17

F-0804 Barnard_Judith

HARTFORD CT 061

12 JAN 2017 PM 4 L

Return Address:

Judith Barnard
[redacted]
East Lyme, CT 06333

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

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Name: Kathy Bartus

Address: [redacted]

Town, State, Zip: Old Lyme CT

Email address: [redacted] Date: 1-10-17

[redacted]
Old Lyme CT
06371

HARTFORD CT 061
10 JAN 2017 PM 7 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14E204

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Name: K.A. BENNETT

Address: [redacted]

Town, State, Zip: MADISON CT 06443

Email address: [redacted] Date: 1-18-17

F-0806 Bennett_KA

Return Address:

Ms. Kathleen Bennett
[redacted]
Madison, CT 06443-3106

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

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Name: Bennett Bernblum

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/16/17

F-0807 Bernblum_Bennett

HARTFORD CT 061

17 JAN 2017 PM 6 L

Return Address:

Bennett J. Bernblum
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: ERIC P. BIERRIE

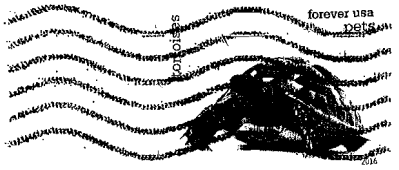
Address: [redacted]

Town, State, Zip: ESSEX, CT. 06426

Email address: —— Date: 1/12/2017

HARTFORD CT 061

17 JAN 2017 PM 8 L



Return Address:

[redacted]

Essex, CT 06426

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Linda F. Bierrie

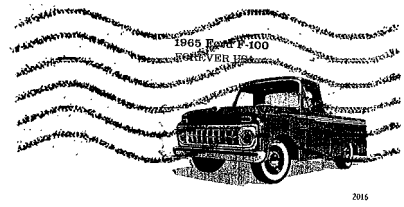
Address: [redacted]

Town, State, Zip: Essex, CT 06426

Email address: _____ Date: 1/12/17

HARTFORD CT 061

17 JAN 2017 PM 7 L



Return Address:

[redacted]

Essex, CT 06426

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Federal Rail Administration
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Name: ROY BLACK

Address: [redacted]

Town, State, Zip: ESSEX, CT 06426

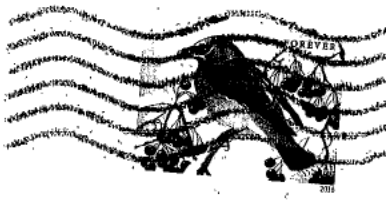
Email address: _____ Date: 1/12/17

F-0810 Black_Roy

Return Address:

Mr Roy Black
[redacted]
Essex, CT 06426

HARTFORD CT 061
17 MAY 2017 PM 6 L



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Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: JULIE BOGUSH

Address: [redacted]

Town, State, Zip: OLD LYME, CONN., 06371

Email address: _____ Date: 1/13/17

Return Address:

BOGUSH

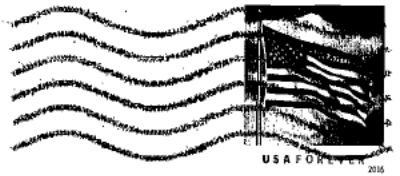
[redacted]

OLD LYME, CT. 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

[redacted]
OLD LYME, CT, 06371

HARTFORD CT 061
17 JAN 2017 PM 4 L



MS. REBECCA REYES — ALICEA
PROGRAM MANAGER
FEDERAL RAIL ADMINISTRATION
ONE BOWLING GREEN, STE. 429
NEW YORK, NY 10004

10004-145204

F-0811 Bogush_Julie

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Name: KAREN BONITZ Karen Bonitz

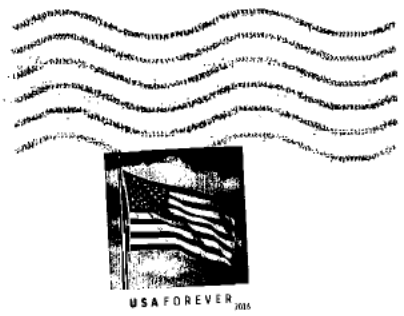
Address: [redacted]

Town, State, Zip: GUILFORD, CT 06437

Email address: [redacted] Date: 1-17-17

HARTFORD CT 061

18 JAN 2017 PM 4 L

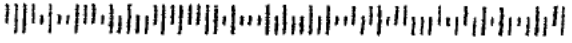


Return Address:

Ms. Karen Bonitz
[redacted]
Guilford, CT 06437-2432

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204



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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

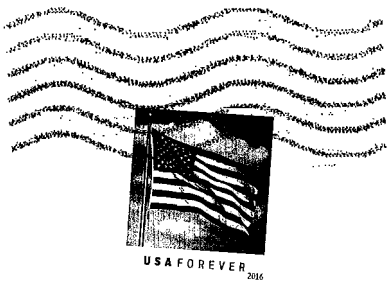
Name: Deborah B Borton - Museum Docent

Address: [redacted]

Town, State, Zip: Haddam, CT. 06438

Email address: [redacted] Date: 1/18/17

HARTFORD CT 061
19 JAN 2017 PM 4 L



Return Address:
D. Borton
[redacted]
Hddam, CT. 06438

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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Name: ALAN BUROFF

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/10/2017

HARTFORD CT 061

11 JAN 2017 PM 8 L

Return Address:

A. BUROFF

[redacted]

OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Karen Buroff

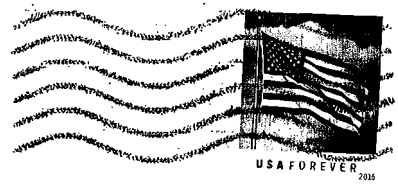
Address: [redacted]

Town, State, Zip: Deep River CT

Email address: [redacted] Date: 1-10-17

Return Address:
Karen Buroff
[redacted]
Deep River, CT

HARTFORD CT 061
10 JAN 2017 PM 7 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Joy Bylan

Address: [redacted]

Town, State, Zip: Old Saybrook CT 06475-1409

Email address: _____ Date: 1/13/17

Rolf Bylan
[redacted]
Old Saybrook, CT 06475-4309 -

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Kenneth Cavanaugh

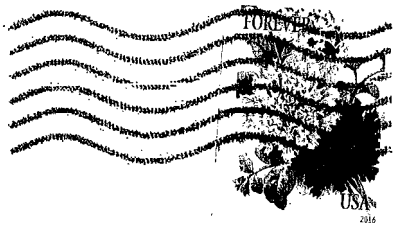
Address: [redacted]

Town, State, Zip: Niantic CT 06357

Email address: [redacted] 1/14/17

Return Address:
Ken Cavanaugh
[redacted]
Niantic CT 06357

HARTFORD CT 061
14 JAN 2017 PM 3 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Paula Chabot

Address: [redacted]

Town, State, Zip: Westbrook, CT 06498

Email address: [redacted] Date: 1/12/17

Return Address:
P Chabot
[redacted]
Westbrook, CT 06498

HARTFORD CT 061
12 JAN 2017 PM 8 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: PHILIP CHAMBERLAIN

Address: [redacted]

Town, State, Zip: MADISON, CT 06443

Email address: [redacted] Date: 1-15-17

Return Address:
CHAMBERLAIN
[redacted]
MADISON, CT 06443

HARTFORD CT 061
20 JAN 2017 PM 5 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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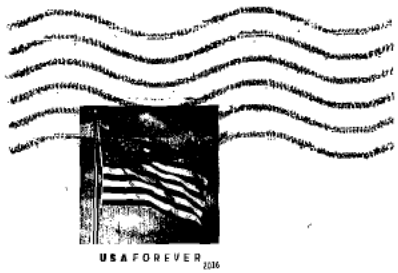
Name: James Chiarella

Address: [redacted]

Town, State, Zip: Old Saybrook, CT 06475

Email address: [redacted] Date: 1/19/2017

TAMPA FL 335
SAINT PETERSBURG FL
21 JAN 2017 PM 6 L



Return Address:
J. Chiarella
[redacted]
Old Saybrook, CT 06475

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: PATRICIA CHIARELLA

Address: [redacted]

Town, State, Zip: OLD SAYBROOK CT 06475

Email address: [redacted] Date: 1-20-17

Return Address:
Chiarella
[redacted]
Old Saybrook CT 06475

21 JAN 2017

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 0014

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Name: SAM CHILDS

Address: [redacted]

Town, State, Zip: OLD LYME CT #06371

Email address: [redacted] 1/18/17

F-0822 Childs_Sam

HARTFORD CT 061

16 JAN 2017 PM 3 L

Return Address:

CHILDS

[redacted]

Old Lyme, Connecticut 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: JOSEPH CICCAGLIONE

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371-2001

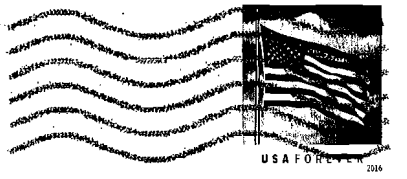
Email address: _____ Date: 1/13/17

eturn Address:
Joseph Ciccagione
[redacted]
Old Lyme, CT 06371-2019

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

[redacted]
OLD LYME, CT, 06371

HARTFORD CT 061
17 JAN 2017 PM 4 L



F-0823 Ciccagione_Joseph

MS. REBECCA REYES — ALIGA
PROGRAM MANAGER
FEDERAL RAIL ADMINISTRATION
ONE BOWLING GREEN, STE. 429
NEW YORK, NY 10004

10004-145204

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Name: Janet Cody

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/13/17

Dear Ms. Reyes-Alicea:

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Name: Janet Cody

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/13/17

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Name: John Cody

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/13/17

F-0825 Cody_John

Return Address:

Mr. John Cody
[redacted]
Old Lyme CT 06371-1418

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Joyce Cole

Address: [redacted]

Town, State, Zip: Old Lyme, CT

Email address: _____ Date: 1/12/17

Return Address:

[redacted]
Old Lyme, CT 06371

HARTFORD CT 061
12 JAN 2017 PM 7 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Kevin J. Cole

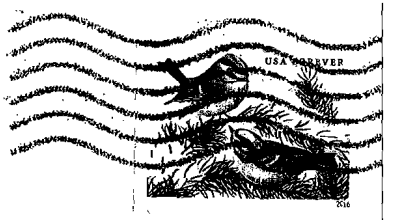
Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/11/17

HARTFORD CT 061

12 JAN 2017 PM 1 L



Return Address:

[redacted]

Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Jeffrey W. Cooley

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/19/17

Return Address:
Cooley
[redacted]
O. Lyme CT 06371

CT 061
21 JAN '17
PM 4 L

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Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Jean Corrao

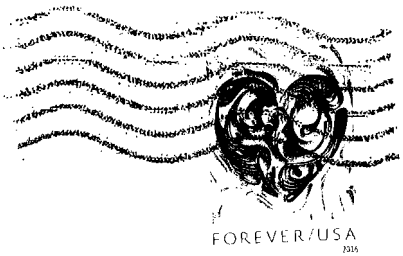
Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/12/17

HARTFORD CT 061

13 JAN 2017 PM 5 L



Return Address:

[redacted]

Old Lyme
CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145201

Dear Ms. Reyes-Alicea:

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Name: Robert M Corrao

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

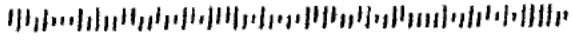
Email address: [redacted] Date: 1/12/17

Return Address:
[redacted]
Old Lyme CT
06371

MIDDLETOWN CT 065
13 JAN 2017 PM 5 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14504



Dear Ms, Reyes-Alicea:

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Name: Jane Critchett, MD

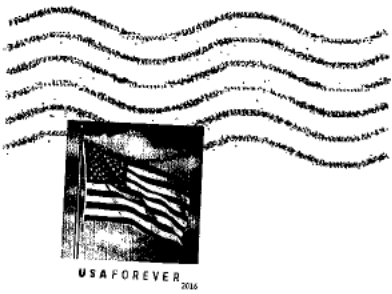
Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 1/14/17

Return Address:
[redacted]
Lyme CT 06371

HARTFORD CT 061
17 JAN 2017 PM 1



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Anne Burr Czepiel

Address: [redacted]

Town, State, Zip: Old Saybrook, CT 06475

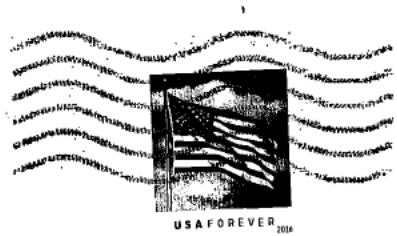
Email address: [redacted] Date: 1/18/17

F-0832 Czepiel_Anne Burr

Return Address:

[redacted]
Old Saybrook, CT 06475

HARTFORD CT 061
18 JAN 2017 PM 8 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Dolores D. Daly

Address: [redacted]

Town, State, Zip: Westbrook, CT 06498

Email address: _____ Date: 1/18/17

F-0833 Daly_Dolores

Return Address:

Dolores D. Daly
[redacted]
Westbrook, CT 06498

HARTFORD CT 061
25 JAN 2017 PM 2 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Richard H. Daly

Address: [redacted]

Town, State, Zip: Westbrook CT 06498

Email address: _____ Date: 1-16-17

F-0834 Daly_Richard

Return Address:

Mr Richard H Daly
[redacted]
Westbrook, CT 06498-1716

HARTFORD CT 061
19 JAN 2017 PM 7 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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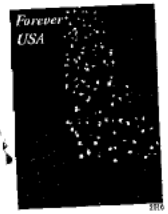
Name: ROBERT DINAPOLI Robert DiNapoli

Address: [redacted]

Town, State, Zip: OLD LYME CT. 06371

Email address: [redacted] Date: 1/12/17

D
Robert Dinapoli
[redacted]
Old Lyme CT 06371-1710



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

1000431452 C014

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Name: MARIAN DOBBS

Address: [redacted] CT

Town, State, Zip: Old Saybrook CT 06475

Email address: [redacted] Date: 1/12/17

Ms Marian Dobbs
[redacted]
Old Saybrook, CT 06475

HARTFORD CT 061
13 JAN 2017 PM 8 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Julie S. Edmondson

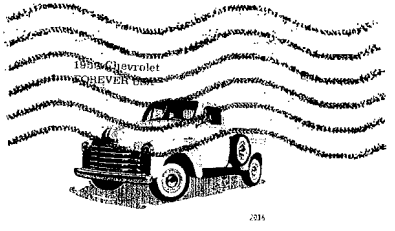
Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: _____ Date: 1/13/17

Return Address:
J. Edmondson
[redacted]
Old Lyme Ct 06371

HARTFORD CT 061
17 JAN 2017 PM 7 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Peter Edmondson

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/13/17

Return Address:
T. Edmondson
[redacted]
Old Lyme CT 06371

HARTFORD CT 061
17 JAN 2017 PM 3 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Peter Engelking

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/13/17

F-0839 Engelking_Peter

Return Address:

_____

_____

_____

13 JAN 2017 PM 5 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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Name: DEENA FABRICANT

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 1/15/17

F-0840 Fabricant_Deena

Return Address:

Mr. Richard B. Fabricant
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

1000431452 C014

[redacted]-0841 Fallon_Barbara

Dear Ms. Reyes-Alicea:

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Name: BARBARA Fallon Barbara Fallon

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/16/17

HARTFORD CT 061

17 JAN 2017 PM 5 L

Return Address:

[redacted]

Oakdale, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: _____

Address: _____

Town, State, Zip: _____

Email address: _____ Date: 1/12/17

AMNESTY INTERNATIONAL

Ms. Carol Farman
[redacted]
Old Lyme, CT 06371

F-0842 Farman_Carol

Return Address:

Ms. Carol Farman
[redacted]
Old Lyme, CT 06371

HARTFORD CT 061
13 JAN 2017 PM 8 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Ned Farman

Address: [redacted]

Old Lyme, Ct 06371-1625

Town, State, Zip: [redacted]

Email address: [redacted] Date: 1/12/17

Return Address:

Ms. Carol Farman
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

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Name: AUDREY FAY

Address: [redacted]

Town, State, Zip: ENFIELD, CT 06082

Email address: _____ Date: 1/16/17

10004$1452 C

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Patrick Fay

Address: [redacted]

Town, State, Zip: ENFIELD CT 06082

Email address:

Date: 1/16/17

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Name: Patrick FAY

Addre[redacted]

Town, State, Zip: [redacted]

Email address: [redacted] Date: 1/16/17

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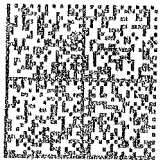
Name: DeeDee Filiatreault

Address: [redacted]

Town, State, Zip: Niantic, CT 06357

Email address: [redacted] Date: 1/12/17



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Return Address:

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06357

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

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Name: Michele Flowers

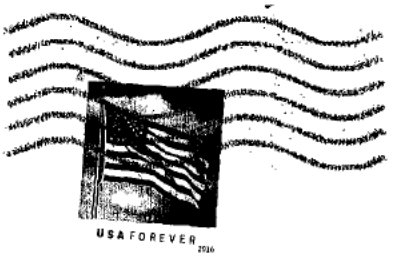
Address: [redacted]

Town, State, Zip: East Lyme, CT 06333

Email address: [redacted] Date: 1-18-2017

HARTFORD CT 061

19 JAN 2017 PM 3 L



Return Address:

Ms. Michele B. Flowers
[redacted]
East Lyme, CT 06333

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14S204

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Name: Alison C. Forbis

Address: [redacted] CICC MAT 60

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted]

Date: Jan 9, 2017

F-0848 Forbis_Alison

Return Address:

Ms. Alison Forbis
[redacted]
Old Lyme, CT 06371-2361

JAN 11 PM 12:04

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FOREVER USA

2016

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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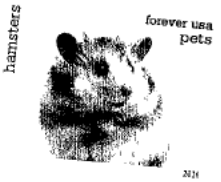
Name: Elizabeth Frisbie

Address: [redacted]

Town, State, Zip: Old Saybrook, CT 06475

Email address: [redacted] Date: 1-18-17

F-0849 Frisbie_Elizabeth



Return Address:

Elizabeth Frisbie
[redacted]
Old Saybrook, CT 06475-4414

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Ted Gaffney

Address: [redacted], Waterford, CT 06385

Town, State, Zip: Waterford, CT, 06385

Email address: [redacted] Date: 12 JAN 17

Return Address:
Ted Gaffney
[redacted]
Waterford, CT
06385

HARTFORD
CT 061
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Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

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Thank you.

Name: Judith GLYNN

Address: [redacted]

Town, State, Zip: Westbrook CT 06498

Email address: [redacted] Date: 1/11/17

F-0851 Glynn_Judith

Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Gerard Goldstein

Address: [redacted]

Town, State, Zip: E. Lyme, CT 06333

Email address: [redacted] Date: 1/17/17

Return Address:
G. Goldstein
[redacted]
E. Lyme, CT 06333

HARTFORD CT 061
19 JAN 2017 PM 6 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Roberta Goldstein

Address: [redacted]

Town, State, Zip: East Lyme, CT 06333

Email address: [redacted] Date: Jan 17, 2017

F-0853 Goldstein_Roberta

Return Address:

Ms Roberta Goldstein
[redacted]
East Lyme, CT 06333-1440

HARTFORD CT 061
19 JAN 2017 PM 5 L

USA FOREVER

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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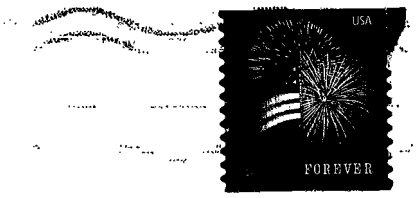
Name: RAYMOND GORMAN

Address: [redacted]

Town, State, Zip: Old Lyme, CT. 06371

Email address: _____ Date: 1/14/16



Return Address:
R Gorman
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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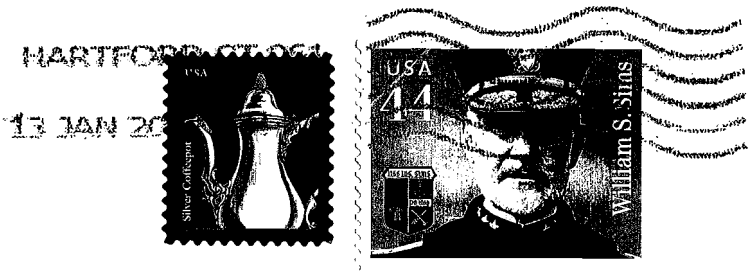
Name: Christina Gotowka

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: January 18, 2017



Return Address:
Gotowka
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Nancy J. Greavas

Address: [redacted]

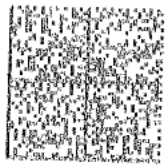
Town, State, Zip: Old Saybrook CT 06475

Email address: _____ Date: 1/13/17

F-0856 Greavas_Nancy

Return Address:

HARTFORD
CT 061
17 JAN '17
PM 8 L



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Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Dolores Green

Address: [redacted]

Town, State, Zip: Old Lyme, CT. 06371

Email address: [redacted] Date: 1/12/17

Would also go through Mystic aquarium - Top of Tourist attraction

F-0857 Green_Dolores

Ms. Dolores Green
[redacted]
Old Lyme, CT 06371

HARTFORD CT 061
12 JAN 2017 PM 7 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Matthew Greene

Address: [redacted]

Town, State, Zip: Lisbon, CT 06351

Email address: [redacted] Date: 1/14/17

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Name: Matthew Greene

Address: [redacted]

Town, State, Zip: Lisbon, CT 06351

Email address: [redacted] Date: 1/14/17

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Name: Nathaniel Greene

Address: [redacted]

Town, State, Zip: Canterbury, CT 06331

Email address: [redacted] Date: 1/12/17

Return Address:
N. Greene
[redacted]
Canterbury, CT
06331

HARTFORD
CT 061
13 JAN '17
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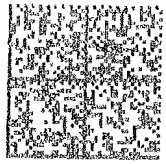

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Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: MAXWELL GREENWOOD

Address: [redacted]

Town, State, Zip: OLD LYME, CT. 06371

Email address: _____ Date: 1/11/17

HARTFORD CT 061

18 JAN 2017 PM 6 L

Return Address:

[redacted]

OLD LYME, CT. 06371

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Federal Rail Administration
One Bowling Green, Ste. 429
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10004-145204

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Name: Julia Griswold

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/9/17

F-0861 Griswold_Julia

HARTFORD CT 061

10 JAN 2017 PM 8 L

Return Address:

A. Julia Griswold
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: CATHARINE T. HAFF Catharine T. Haff

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 1/12/17

HARTFORD CT 061

14 JAN 2017 PM 8 L

Return Address:

[redacted]

OLD LYME CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: ROBERT P. HAFF Robert P Haff

Address: [redacted]

Town, State, Zip: OLD LYME, CT. 06371

Email address: [redacted] Date: 1/12/17

HARTFORD CT 061

14 JAN 2007 PM 3 L

Return Address:
[redacted]
Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-0864 Hannum_Hildegarde Hunter

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Name: Hildegarde + Hunter Hannum

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: _____ Date: January 6, 2017

The damage to Old Lyme's historic district and surroundings would be outrageous.

F-0864 Hannum_Hildegarde Hunter

Return Address:

Hannum
[redacted]
Old Lyme, CT 06371-0190

HARTFORD CT 061
09 JAN 2017 PM 8 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Daniel S. Hansen

Address: [redacted]

Town, State, Zip: Chester, CT 06412

Email address: [redacted] Date: 1/12/17

F-0865 Hansen_Daniel

HARTFORD CT 061

14 JAN 2017 PM 8 L

Return Address:

J Hansen

[redacted]

Chester, CT 06412

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Hans Jurgen Hess

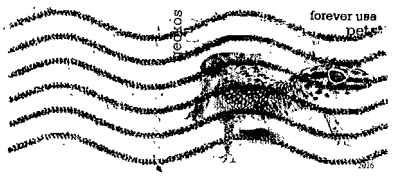
Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1-13-2016

HARTFORD CT 061

14 JAN 2017 PM 7 L



Return Address:

Hans-Jurgen Hess
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Liselotte Hess

Address: [redacted]

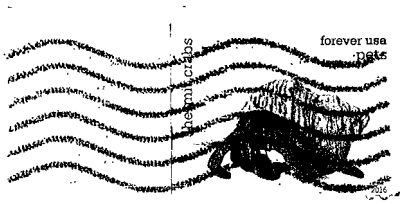
Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/13/17

Liselotte Hess

Return Address:
Liselotte Hess
[redacted]
Old Lyme, CT 06371

HARTFORD CT 061
14 JAN 2017 PM 7 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Elizabeth K Dill

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 1/12/17

F-0868 Hill_Elizabeth

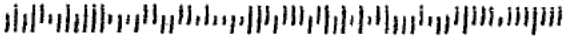
HARTFORD CT 061

13 JAN 2017 PM 3 L

Mr. & Mrs. Roger Dill
[redacted]
Old Lyme, CT 06371-3223

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4



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Name: Roger Hill

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 1/12/17

F-0869 Hill_Roger

HARTFORD CT 061
13 JAN 2017 PM 3 L

Return Address:

Mr. & Mrs. Roger Dill
[redacted]
Old Lyme, CT 06371-3223

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Aretha MATHIS HILLHOUSE

Address: [redacted]

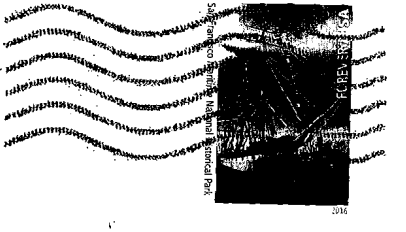
Town, State, Zip: NIANTIC, CT 06357

Email address: _____ Date: 1/10/17

Return Address:

Aretha Mattis Hillhouse
[redacted]
Niantic, CT 06357

HARTFORD CT 061
07 JAN 2017 PM 8 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

1/6/17

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Name: Jennifer G. Hillhouse

Address: [redacted]

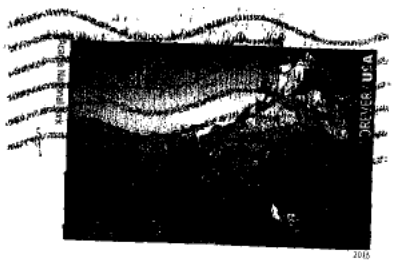
Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/6/17

Return Address:

Jennifer G. Hillhouse
[redacted]
Old Lyme, CT 06371-2600

HARTFORD CT 061
07 JAN 2017 PM 3 L



Ms. Rebecca Reyes-Alicea
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Federal Rail Administration
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New York, NY 10004

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Name: KENNETH N. HILLHOUSE

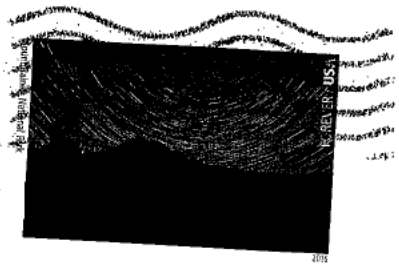
Address: [redacted]

Town, State, Zip: Niantic CT 06357

Email address: _____ Date: 6 JAN 2017

HARTFORD CT 061

07 JUN 2017 PM 3 L



Return Address:

Hillhouse

[redacted]

Niantic CT. 06357

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Mike Hillhouse

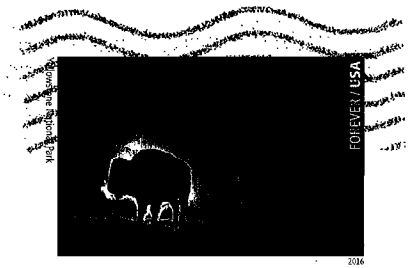
Address [redacted]

Town, State, Zip: Niantic, CT 06357

Email address: _____ Date: 1/10/17

HARTFORD CT 061

07 JAN 2017 PM 3 L



Return Address:

Mike Hillhouse

[redacted]

Niantic, CT 06357

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Federal Rail Administration
One Bowling Green, Ste. 429
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Name: GAIL HULL

Address: [redacted]

Town, State, Zip: EAST LYME, CT 06333

Email address: [redacted] Date: 1/12/17

Return Address:

HULL

[redacted]

EAST LYME, CT 06333

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

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Name: Loisann Huntley

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/18/2017

HARTFORD CT 061
30 JAN 2017 PM 2 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Teresa Hurlburt

Address: [redacted]

Town, State, Zip: Niantic, Ct. 06357

Email address: _____ Date: 1/18/17

F-0876 Hurlburt_Teresa

Return Address:

HARTFORD CT 061

19 JAN 2017 PM 6 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: GEORGE JAMES

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: Jan. 19, 2017

Return Address:
George A James Jr
[redacted]
Old Lyme CT 06371

HARTFORD CT 061

23 JAN 2017 PM 4 L

Ms. Rebecca Reyes-Alicea
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One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Gunilla B. James

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/20/17

HARTFORD CT 061

21 AUG 2017 PM 4 L

Return Address:

Gunilla James
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Ann Marie Jewett

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/15/17

F-0879 Jewett_AnnMarie

HARTFORD CT 061

17 JAN 2017 PM 8 L

Return Address:

Ann Marie Jewett
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

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Name: WALTER E KENT JR.

Address: [redacted]

Town, State, Zip: QUAKER HILL, CT. 06375

Email address: _____ Date: 1-9-17

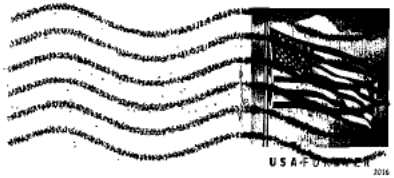
F-0880 Kent_Walter

Return Address:

Mr. Walter E. Kent Jr.
[redacted]
Quaker Hill, CT 06375

HARTFORD CT 061

10 JAN 2017 PM 4 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Katy Klarnet

Address: [redacted]

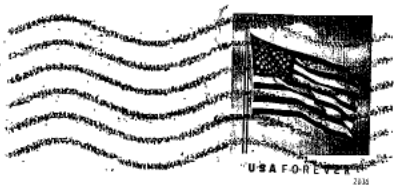
Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/14/17

F-0881 Klarnet_Katy

HARTFORD CT 061

17 JAN 2017 PM 6 L

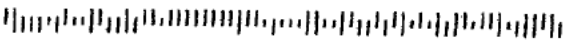


Return Address:

Ms. Katy Klarnet
[redacted]
Old Lyme, CT 06371-1479

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204



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Name: BARBARA KOSKI

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: _____ Date: 1/17/17

F-0882 Koski_Barbara

HARTFORD CT 061

18 JAN 2017 PM 8 L

Return Address:

Koski

[redacted]

Old Lyme, CT. 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

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Name: Katie Kus

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

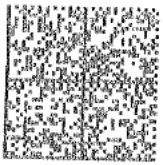
Email address: [redacted] Date: 1/19/17

F-0883 Kus_Katie

Return Address:

Kus
[redacted]
Oldsyme CT 06371

HARTFORD
CT 061
14 JAN '17
PM 4 L



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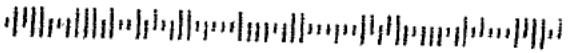
Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204



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Name: Therese Kus [redacted]

Address: [redacted]

Town, State, Zip: Old Lyme CT 0637[redacted]

Email address: [redacted] Date: 1/14/17

F-0884 Kus_Therese

Return Address:

HARTFORD CT 061

17 JAN 2017 PM 6 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: William H. LaRoue

Address: [redacted]

Town, State Ledyard, CT 06339-1541

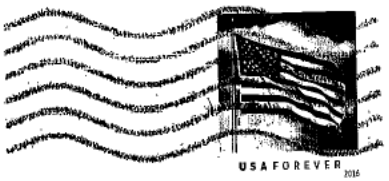
Email address: _____ Date: _____

Mr. William H. La Roue
[redacted]
Ledyard, CT 06339-1541

F-0885 LaRoue_William

HARTFORD CT 061

07 JAN 2017 PM 4 L



Return Address:

Mr. William H. La Roue
[redacted]
Ledyard, CT 06339-1541

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004--145204

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Name: Christine LaCoursiere

Address: [redacted]

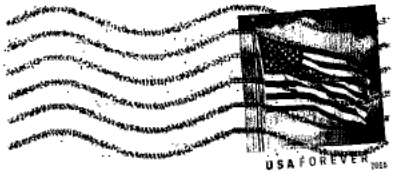
Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 01/09/2017

F-0886 LaCoursiere_Christine

HARTFORD CT 061

17 JAN 2017 PM 7 L



Return Address:

Christine La Coursiere
[redacted]
Old Lyme, CT 06371-2104

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4

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Name: Mark C. Lander - resident of Old Saybrook, taxpayer in Old Lyme, co-chair of Old Lyme Historical Society

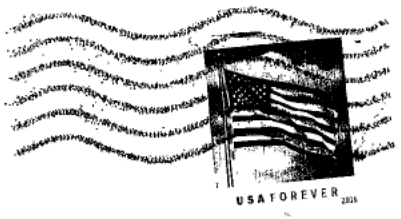
Address: [redacted]

Town, State, Zip: Old Saybrook, CT 06475

Email address: [redacted] Date: 1-10-17

F-0887 Lander_Mark

HARTFORD CT 061
11 JAN 2017 PM 5 L



Return Address:

Mark C. Lander
[redacted]
Old Saybrook, CT 06475-4413

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Harry Lewis

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 1/19/17

HARTFORD CT 061

20 JAN 2017 PM 1 L

Return Address:
[redacted]
Old Lyme, CT
06371

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Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Lana Lewis

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/18/2017

F-0889 Lewis_Lana

HARTFORD CT 061

20 JAN 2017 PM 3 L

[redacted]

Old Lyme, CT
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Mr. Donald Male

Address: [redacted]

Town, State, Zi Chester, CT 06412

Email address: _____ Date: Jan 17, 2017.

F-0890 Male_Donald

Mr. Donald Male
[redacted]
Chester, CT 06412

HARTFORD CT 061
19 JAN 2012 PM 5:2

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: O. Maonos

Address: [redacted]

Town, State, Zip: East Lyme, CT 06333

Email address: _____ Date: 1/17/17

Manos
[redacted]
East Lyme, CT 06333-1204

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District. A tunnel must never happen either
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Leslie Markowicz

Address: [redacted]

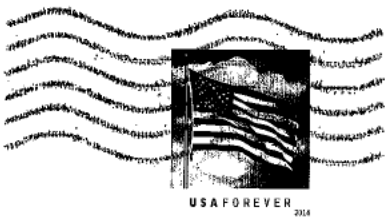
Town, State, Zip: Old Saybrook, CT 06475

Email address: _____ Date: 1-11-17

F-0892 Markowicz_Leslie

HARTFORD CT 061

12 JAN 2017 PM 4 L



Leslie Markowicz
[redacted]
Old Saybrook, CT 06475

SAVE THE REDWOODS LEAGUE

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

We are

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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We

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Name: MARGARET BRONNER MARONI & PAUL L MARONI

Address: [redacted]

Town, State, Zip: HADLYME, CT 06439

Email address: _____ Date: 1/18/2017

Return Address:
MARONI
[redacted]
HADLYME, CT 06439

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Ms. Judy Mateer

Address: [redacted]

Town, State, Zip: Westbrook, CT 06498

Email address: [redacted]

Date: 1/13/17

F-0894 Mateer_Judy

1965 Ford F-100
FOREVER USA

Return Address:

Ms. Judy Mateer
[redacted]
Westbrook, CT 06498

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

WHY NOT CONSIDER MAG-LEV AS IN SHANGHAI IT HAS TO BE FASTER, ENVIRONMENTALLY SAFER, TAKE LESS ROOM

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: PAUL MATEER

Address: [redacted]

Town, State, Zip: WEST BROOK CT

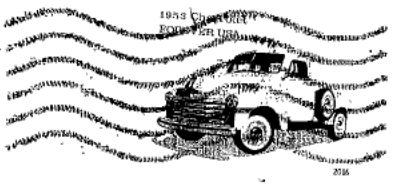
Email address: [redacted] Date: 1/13/17

I CAN'T BE ANY MORE EXPENSIVE THAN N. THIS NEW SYSTEM

F-0895 Mateer_Paul

HARTFORD CT 061

18 JAN 2017 PM 8 L



Return Address:

Paul Mateer
[redacted]
Westbrook, CT 06498-1686

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: James McInerney

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/16/17

F-0896 McInerney_James

Return Address:

Mrs. J. Mc Inerney
[redacted]
Old Lyme, CT 06371-1141

HARTFORD CT 061
17 JAN 2012 PM 1

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520A

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Mrs. J. Mc Inerney

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371-1141

Email address: [redacted] Date: 1/16/17

Return Address:

Mrs. J. Mc Inerney
[redacted]
Old Lyme, CT 06371-1141

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004814S2 C014

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MERRITT

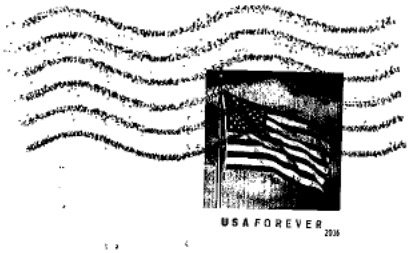
Address: [redacted]

Town, State, Zip: OLD SAYBROOK, CT

Email addres[redacted]te: 1/17/17

Return Address:
MERRITT
[redacted]
OLD SAYBROOK, CT
06475

HARTFORD CT 061
20 JAN 2017 PM 5 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Peter Mietschnig

Address: [redacted]

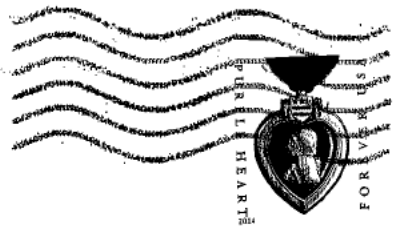
Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1-15-17

F-0899 Mietschnig_Peter

Return Address:
P Mietschnig
[redacted]
South Lyme, CT 06376

HARTFORD CT 061
17 JAN 2017 PM 7 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Joya Mietschnig

Address: [redacted]

Town, State, Zip: South Lyme, CT 06376

Email address: [redacted] Date: 1/15/17

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Name: Joya Mietschnig

Address: [redacted]

Town, State, Zip: South Lyme, CT 06376

Email address: [redacted] Date: 1/15/17

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[redacted]

06371

[redacted] Date: 1/18/17

F-0901 Moi_Nancy

Return Address:

Ms. Nancy Mol
[redacted]
Old Lyme, CT 06371-1149

HARTFORD CT 061
18 JAN 2017 PM 6 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: RICHARD MORRILL

Address: [redacted]

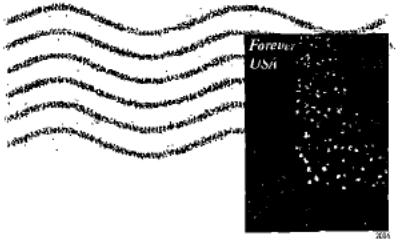
Town, State, Zip: E. LYME, CT, 06333

Email address: [redacted] Date: 1-11-17

F-0902 Morrill_Richard

HARTFORD CT 061

12 JAN 2017 PM 3 L



Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Jeanne Munnelly

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: _____ Date: 1-16-17

F-0903 Munnelly_Jeanne

Return Address:
J. Munnelly
[redacted]
Old Lyme CT 06371

HARTFORD CT 061
17 JAN 2017 PM 7 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Cricket Murphy

Address: [redacted]

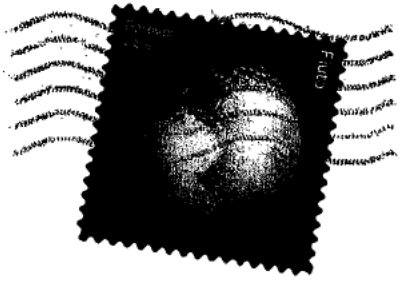
Town, State, Zip: Niantic CT 06357

Email address: _____ Date: 1-14-17

F-0904 Murphy_Cricket

HARTFORD CT 061

13 JAN 2017 PM 4 L



Return Address:

Cricket Murphy
[redacted]
Niantic, CT 06357

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Jim R. Murphy

Address: [redacted]

Town, State, Zip: Deep River CT 06417

Email address: _____ Date: 1-15-17

F-0905 Murphy_Jim

Return Address:

Cricket Murphy
[redacted]
Niantic, CT 06357

HARTFORD CT 061
17 JAN 2017 PM 3 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Lorraine Flores Olson

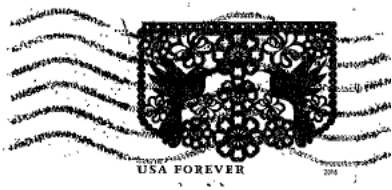
Address: [redacted]

Town, State, Zip: OLD LYME, CT. 06371

Email address: [redacted] Date: 1/15/2017

HARTFORD CT 061

17 JAN 2013 PM 6 L



Return Address:

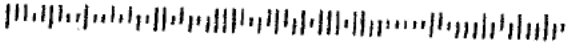
L. OLSON

[redacted]

OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204



10004-14204

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Name: Marlene R. ORR

Address: [redacted]

Town, State, Zip: Essex 06426

Email address: [redacted] Date: 1-11-2016

Return Address:
M.R. ORR
[redacted]
Essex Ct. 06426

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Jennifer Parsons

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 1/12/17

F-0908 Parsons_Jennifer

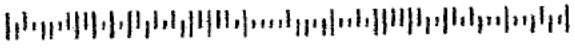
HARTFORD
CT 061
14 JAN '17
PM 7 L

U.S. POSTAGE PITNEY BOWES
ZIP 06371 $ 000.46[5]
02 4W
0000338395 JAN 13 2017

Return Address:
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204



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Name: Tim Parsons

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 1/19/17

F-0909 Parsons_Tim

HARTFORD
CT 061
19 JAN '17
PM 5 L

U.S. POSTAGE PITNEY BOWES
ZIP 06371 $ 000.46[5]
02 4W
0000338395

Return Address:
[redacted]
Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

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Name: Marilyn M. Percy

Address: [redacted]

Town, State, Zip: Waterford Ct. 06385

Email address: [redacted] Date: 1/19/17

F-0910 Percy_Marilyn

Return Address:

Marilyn M. Percy
[redacted]
Waterford, CT 06385

HARTFORD CT 061
19 JAN 2017 PM 5 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-0911 Perlen_Paule

Dear Ms. Reyes-Alicea:

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Name: Paule Perlen

Address: [redacted]

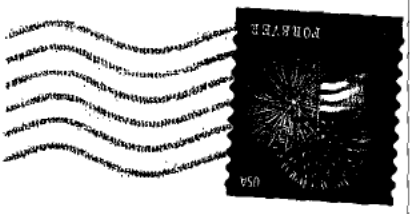
Town, State, Zip: Lyme CT 06371

Email address: _____ Date: 1-13-2017

F-0911 Perlen_Paule

Return Address:
P.F. Perlen
[redacted]
Hythe, CT 06371

HARTFORD CT 061
13 JAN 2017 PM 8 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Kathy Pfannensteil

Address: [redacted]

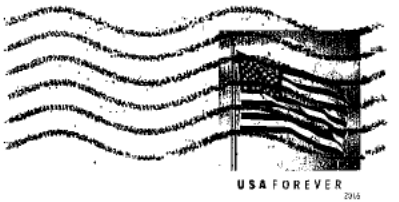
Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 4/19/2017

F-0912 Pfannensteil_Kathy

HARTFORD CT 061

20 JAN 2017 PM 7 L



Return Address:

K Pfannensteil

[redacted]

Lyme, CT 06371

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Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: RICK PFANNENSTIEL

Address: [redacted]

Town, State, Zip: LYME CT 06371

Email address: [redacted].com Date: 1/19/2017

HARTFORD CT 061

30 JAN 2017 $02.1

Return Address:

PFANNENSTIEL

[redacted]

LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Ann Primo

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: _____ Date: _____

F-0914 Primo_Ann

Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Doris E Rand

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: _____ Date: 1-13-2017

HARTFORD CT 061

14 JAN 2017 PM 7 L

Return Address:

Doris E. Rand
[redacted]
Old Lyme, CT 06371-1344

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Carolyn Randall

Address: [redacted]

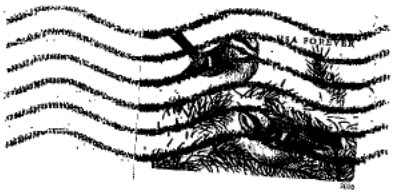
Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1-10-17

F-0916 Randall_Carolyn

HARTFORD CT 061

11 JAN 2017 PM 8 L



Return Address:

Ms. Carolyn Randall
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Kathy Randall

Address: [redacted]

Town, State, Zip: Old Saybrook CT 06475

Email address: _____ Date: 1/19/17

F-0917 Randall_Kathy

HARTFORD CT 061

20 JAN 2017 PM 5 L

Return Address:

[redacted]

Old Saybrook CT
06475

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Jan 11, 2017

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: David DJ Rau

Address: [redacted]

Town, State, Zip: Chester, Conn 06412

Email address: [redacted] Date: 1-11-2017

David Rau

HARTFORD CT 061

13 JAN 2017 PM 4 L

Return Address:

[redacted]

Chester, Conn

06412

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Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Jean B. Read

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/14/17

F-0919 Read_Jean

Return Address:

Jean B. Read
[redacted]
Old Lyme, CT 06371-0784

HARTFORD CT 061
17 JAN 2017 PM 1 L

USA FOREVER 2016

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Federal Rail Administration
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New York, NY 10004

10004-145204

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Name: Barbara B. Reardon

Address: [redacted]

Town, State, Zip: Old Saybrook, CT, 06475

Email address: _____ Date: 1/17/17

F-0920 Reardon_Barbara

HARTFORD CT 061

18 JAN 2017 PM 1 L

Return Address:

Ms. Barbara Reardon
[redacted]
Old Saybrook, CT 06475

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Program Manager
Federal Rail Administration
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New York, NY 10004

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Name: DAVID W. REDFIELD

Address: [redacted]

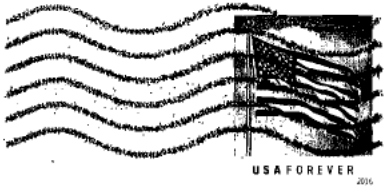
Town, State, Zip: OLD LYME CT. 06371

Email address: [redacted] Date: 1-12-17

F-0921 Redfield_David

HARTFORD CT 061

12 JAN 2017 PM 7 L



Return Address:

_____

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Federal Rail Administration
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New York, NY 10004

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Name: CHRISTOPHER D. ROOSEVELT

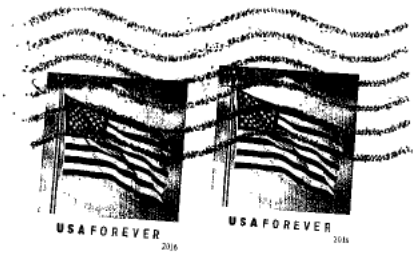
Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: _____

Return Address:
Roosevelt
[redacted]
Lyme, CT 06371-3409

HARTFORD CT 062
12 JAN 2017 PM 5 L



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New York, NY 10004

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Name: Rosalind H. Roosevelt

Address: [redacted]

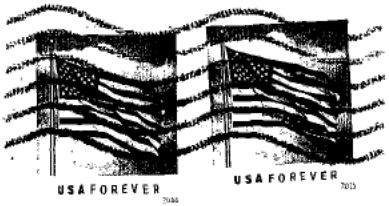
Town, State, Zip: Lyme CT 06371

Email address: [redacted] Date: 1/11/17

Return Address:

Roosevelt
[redacted]
Lyme, CT 06371-3409

HARTFORD CT 061
12 JAN 2017 PM 8 L



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Name: JENNA RUTIGLIANO

Address: [redacted]

Town, State, Zip: LYME CT 06371

Email address: [redacted] Date: 1/19/17

F-0924 Rutigliano_Jenna

HARTFORD CT 061

20 JAN 2017 PM 7 L

Return Address:

JENNA RUTIGLIANO

[redacted]

LYME CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

10004-14504

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Name: JULIET RUTIGLIANO

Address: [redacted]

Town, State, Zip: OLD SAYBROOK, CT 06475

Email address: [redacted] Date: 1/19/17

F-0925 Rutigliano_Juliet

Return Address:
Juliet Rutigliano
[redacted]
OLD SAYBROOK CT 06475

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Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Lorraine A. Samela

Address: [redacted]

Town, State, Zip: Old Saybrook, CT 06475

Email address: [redacted] Date: 1/9/17

F-0926 Samela_Lorraine

Return Address:

L. Samela
[redacted]
Old Saybrook, CT 06475-2545

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Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Margaret A. Samela

Address: [redacted]

Town, State, Zip: Old Saybrook, CT 06475

Email address: [redacted] Date: 1/9/17

F-0927 Samela_Margaret

Ms. Margaret Samela
[redacted]
Old Saybrook, CT 06475

Have a ♥, be smart and make sure your pet is spayed or neutered.

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

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Name: PAMELA R. SHINE

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: Jan. 12, 2017

Pamela R Shine
[redacted]
Old Lyme CT
06371

HARTFORD CT 061
13 JAN 2017 PM 4 L

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Name: D. Smith

Address: [redacted]

Town, State, Zip: Westbrook CT 06498

Email address: _____ Date: _____

F-0929 Smith_D

HARTFORD CT 061

17 JAN 2017 PM 7 L

Return Address:

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Name: GAIL M. SMITH

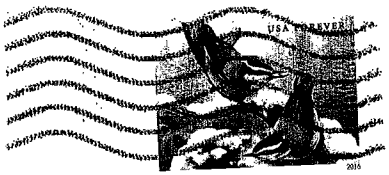
Address: [redacted]

Town, State, Zip: NIANTIC CT 06357

Email address: _____ Date: 1/12/2017

HARTFORD CT 061

13 JAN 2017 PM 1 L



Return Address:

Ms Gail M Smith
[redacted]
Niantic, CT 06357

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Name: Laurie J. Smith

Address: [redacted]

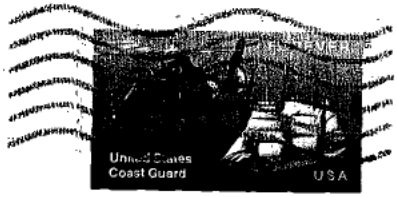
Town, State, Zip: Old Lyme, Ct. 06371

Email address: [redacted]

Date: 1/6/17

HARTFORD CT 061

07 JAN 2017 PM 3 L



Return Address:

[redacted]

Old Lyme, CT.
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: EMILY SNOW

Address: [redacted]

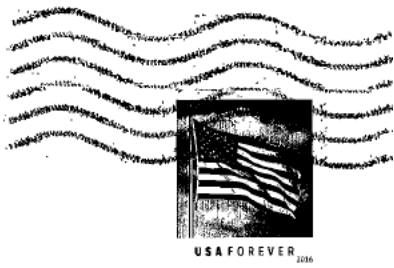
Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 1/14/17

F-0932 Snow_Emily

Emily Snow
[redacted]
Old Lyme, CT 06371

HARTFORD CT 061
17 JAN 2017 PM 6 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Tom Soboleski

Address: [redacted]

Town, State, Zip: Ivoryton, CT 06442

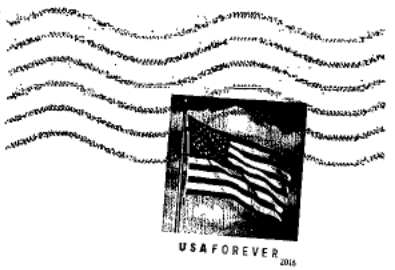
Email address: [redacted] Date: 1/18/17

F-0933 Soboleski_Tom

Return Address:

Thomas M. Soboleski
[redacted]
Ivoryton, CT 06442-1042

HARTFORD CT 061
18 JAN 2017 PM 7 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
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New York, NY 10004

10004-145204

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Name: Ben Sords

Address: [redacted]

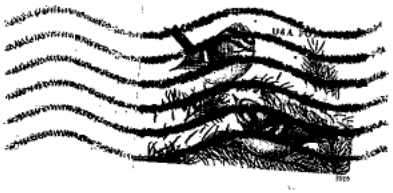
Town, State, Zip: Clinton CT 06413

Email address: [redacted] Date: 1/9/17

F-0934 Sords_Ben

HARTFORD CT 061

10 JAN 2017 PM 7 L



Return Address:

B Sords

[redacted]

Clinton CT 0641

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Lillian I. Spais (LILLIAN I. SPAIS)

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371-1455

Email address: NONE Date: JAN 14, 2017

F-0935 Spais_Lillian

Return Address:

Ms. Lillian Spais
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

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Name: Mary D. Sullivan

Address: [redacted]

Town, State, Zip: West Hartford, CT 06117

Email address: [redacted] Date: 1/18/17

F-0936 Sullivan_Mary

Return Address:

[redacted]

HARTFORD CT 061

18 JAN 2017 PM 1 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4

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Name: CONNIE TAPPER

Address: [redacted]

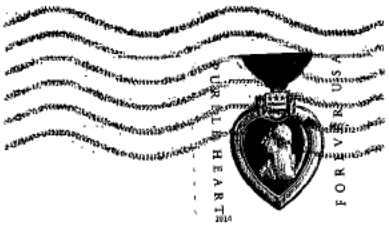
Town, State, Zip: OLD LYME CT. 06371

Email address: _____ Date: 1/18/17

F-0937 Tapper_Connie

HARTFORD CT 061

18 JAN 2017 PM 8 L



Return Address:

Connie Tapper

[redacted]

Old Lyme CT. 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: DON & CONNIE TAPPER

Address: [redacted]

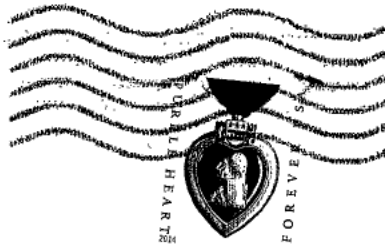
Town, State, Zip: OLD LYME CONN. 06371

Email address: [redacted] Date: 1/14/17

F-0938 Tapper_Don

HARTFORD CT 061

17 JAN 2017 PM 1 L



Return Address:
Don & Connie Tapper
[redacted]
Old Lyme Conn. 06371

Ms. Rebecca Reyes-Alicea
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Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Barbara S. Traskos

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: _____ Date: 1/9/17

F-0939 Traskos_Barbara

HARTFORD CT 061
10 JAN 2017 PM 7 L

Return Address:

Barbara S. Traskos
[redacted]
Old Lyme, CT 06371

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Name: Kathryn T. Tubridy

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: — Date: 1-11-17

F-0940 Tubridy_Kathryn

HARTFORD CT 061
12 JAN 2017 PM 8 L

Return Address:

Ms. Kathryn Tubridy
[redacted]
Old Lyme, CT 06371

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Federal Rail Administration
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Name: THEODORE B. VANITALLIE, MD

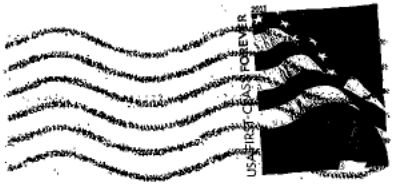
Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: JAN 18, 2017

HARTFORD CT 061

21 JAN 2017 PM 4 L



Return Address:

Dr. T. VanItallie
[redacted]
OLD LYME, CT 06371

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Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Rachel Wertheimer

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/10/17

Return Address:
R. Wertheimer
[redacted]
Old Lyme CT 06371

HARTFORD CT 061
20 JUN 2017 PM 6 L

Ms. Rebecca Reyes-Alicea
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Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: SHEILA WERTHEIMER

Address: [redacted]

Town, State, Zip: OLD LYME [redacted]

Email address: [redacted] Date: Jan. 9, 2017

F-0943 Wertheimer_Sheila

Return Address:
Sheila Wertheimer
[redacted]
Old Lyme, CT. 06371-

20 MAR 2017 PM 7 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

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Name: Nicole Wholean

Address: [redacted]

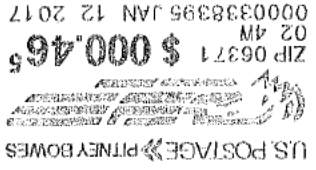
Town, State, Zip: Lyme CT 06371

Email address: [redacted] Date: 1.12.17

Return Address:

Nicole Wholean
[redacted]
Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004



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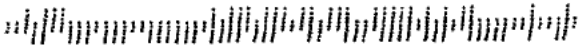


Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: RALPH T. WOOD Ralph T. Wood

Address: [redacted]

Town, State, Zip: GLASTONBURY, CT 06033

Email address: [redacted] Date: 01/19/2017

Return Address:

Ralph T. Wood
[redacted]
Glastonbury, CT 06033

HARTFORD CT 061
19 JAN 2017 PM 5 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: SUSAN MINOT WOODY PH.D.

Address: [redacted]

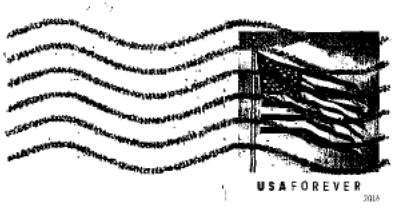
Town, State, Zip: OLD LYME - CT 06371

Email address: N/A Date: 01-09-17

F-0946 Wood_Susan

HARTFORD CT 061

12 JAN 2017 PM 8 L



Return Address:

Ms. Susan Minot Woody
[redacted]
Old Lyme, CT 06371-1631

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

JACK REED
RHODE ISLAND

COMMITTEES

APPROPRIATIONS
ARMED SERVICES, RANKING MEMBER
BANKING, HOUSING, AND URBAN AFFAIRS
INTELLIGENCE, EX OFFICIO

United States Senate

WASHINGTON, DC 20510–3903

Washington, DC:

728 Hart Senate Office Building
Washington, DC 20510-3903
(202) 224-4642

Rhode Island:

1000 Chapel View Boulevard, Suite 290
Cranston, RI 02920-3074
(401) 943-3100

One Exchange Terrace, Room 408
Providence, RI 02903-1744
(401) 528-5200

1 (800) 284-4200

TDD Relay Rhode Island
1 (800) 745-5555

http://reed.senate.gov

January 19, 2017

Mr. Amit Bose, Deputy Administrator
Federal Railroad Administration
1200 New Jersey Avenue, NW
Washington, DC 20590

Dear Deputy Administrator Bose:

Thank you and your team at the FRA for extending the comment period on the NEC FUTURE Final Tier 1 Environmental Impact Statement. I also want to commend the FRA for reaching out to discuss the EIS with community leaders in Charlestown.

As part of your continuing outreach, I would urge you to add a public session in Rhode Island to those that have been scheduled for January and February elsewhere.

Again, thank you for your willingness to continue to work to ensure that Rhode Islanders are heard on this important planning initiative.

Sincerely,

Jack Reed
United States Senator

PRINTED ON RECYCLED PAPER

NEC FEIS Comments - RECORD #776 DETAIL

Status : [redacted]
Record Date : 2/8/2017
First Name : Amishi (FRA)
Last Name : Castelli
Stakeholder Comments/Issues :

Comment from RI SHPO

From: Modica, Glenn (HPHC) [mailto:Glenn.Modica@preservation.ri.gov]
Sent: Tuesday, February 07, 2017 2:55 PM
To: Castelli, Amishi (FRA)
Cc: Emidy, Jeffrey (HPHC)
Subject: FRA NEC Future FEIS

Hello Amishi-

Attached is the RIHPHC response to the Tier 1 FEIS. Hard copies will go out tomorrow. Have a good day.

Yours truly,

Glenn R. Modica
Senior Historic Preservation Specialist - Senior Project Review Coordinator
Rhode Island Historical Preservation & Heritage Commission
Old State House |150 Benefit Street | Providence, RI | 02903-1209
glenn.modica@preservation.ri.gov<mailto:glenn.modica@preservation.ri.gov> | 401.222.2671

Attachments : 170207.01_FRA_Amtrak NEC Future_Tier 1 FEIS_Multi.pdf (2 mb)

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

RIHPHC No. 11383.02
170207.01

7 February 2017

Rebecca Reyes-Alicia
NEC Future Program Manager
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004-1415

Re: Amtrak NEC Future
Tier 1 Final Environmental Impact Statement

Dear Ms. Reyes-Alicia:

Summary
The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) has reviewed the Tier 1 Final Environmental Impact Statement (FEIS) prepared by the Federal Railroad Administration (FRA) for the Amtrak Northeast Corridor (NEC) Future project. The purpose of NEC Future is to improve and expand rail service along Amtrak's NEC, which extends 457 miles from Washington, D.C. to Boston. As a result of the FEIS, the FRA has a selected a "Preferred Alternative." A subsequent Record of Decision (ROD) will identify a "Selected Alternative," which may or may not be identical to the Preferred Alternative. After completion of the ROD, the FRA will prepare a Service Development Plan (SDP) that will "provide the platform for implementing the Selected Alternative."

In our opinion, the implementation of the Selected Alternative is premature. FRA's selection of the Preferred Alternative was based solely on engineering and economic criteria. Environmental and cultural resources were not afforded due consideration during the assessment of the Preferred Alternative. As the FRA is aware, the information presented in the FEIS is insufficient to make informed decisions regarding potential impacts to cultural resources. The FRA acknowledges in the FEIS that the programmatic or "tiered" approach does not provide analysis sufficiently in-depth to provide meaningful environmental decision-making. Since cultural resources were not considered in the selection of the Selected Alternative, the information presented in the FEIS is insufficient to make informed decisions regarding the identification of historic properties and project effects thereon.

In order to comply with NEPA, Section 106 of the National Historic Preservation Act and Section 4(f) of the USDOT Act, subsequent Tier 2 environmental studies must be conducted. These Tier 2 studies will have a more focused analysis and will identify historic properties and assess project effects. Clear, cogent and defensible assessments of alternatives that avoid and minimize potential effects will be essential to the Tier 2 studies. A Programmatic Agreement executed among the RIHPHC, FRA,

Federal Transit Administration, and Advisory Council on Historic Preservation will guide future Tier 2 studies and regulatory compliance.

Project Description

The small-scale maps included in the FEIS preclude a reasonable understanding of proposed improvements. Moreover, fragmentary descriptions of the Preferred Alternative are dispersed throughout the FEIS, defying a reasonable estimation of the extent of project impacts.

The most illustrative information of the Preferred Alternative prepared by the FRA is not actually contained in the FEIS. The FRA developed GIS mapping of project alternatives that were made available to state and federal agencies. It is the RIHPHC's understanding that the FRA did not provide this GIS mapping to the public.

Impacts resulting from the Preferred Alternative are illustrated by the "Representative Route," defined in the FEIS as "the physical footprint used to assess potential effects of an Action Alternative within the Affected Environment." The footprint width of the Representative Route can range from 150-300 feet wide, including rights-of-way. The vertical dimensions of the footprint have yet to be defined.

A major component of the NEC Future project is the Old Saybrook, CT-Kenyon, RI Bypass. This new, two-track segment carrying high-speed rail enters Rhode Island by crossing the Pawcatuck River at Westerly. The new segment is carried through Westerly via a series of trenches, embankments, aerial structures and one tunnel until it meets the existing NEC west of Bradford, a distance of approximately 4.2 miles. The footprint of this portion of the new segment is 150 feet wide.

Through Bradford, the new, high-speed segment and existing, two-track NEC parallel each other for approximately 2.5 miles on an embankment until reaching Burdickville, where the new segment and existing NEC diverge. The footprint of the new segment and existing NEC is generally 200 feet, though the width expands up to 300 feet where the two lines converge/diverge at the east and west ends.

East of Burdickville, the new segment maintains a straight alignment south of the existing NEC for about 6.4 miles and is carried by trenches, embankments, aerial structures, and one tunnel until rejoining the NEC at Kenyon. The footprint width of the new segment and existing NEC is 150 feet.

From Kenyon to the Massachusetts state line, the Representative Route follows the existing NEC and has a footprint width of 150 feet.

Additional track will be added along certain segments of the route. The table below indicates the proposed track configuration of the Preferred Alternative.

From	To	Approximate Distance in miles	Total Number of Track (New Tracks)
Old Saybrook, CT	Kenyon, RI	50	4 (2)
Kenyon, RI	Davisville, RI	14	3 (1)
Davisville, RI	East Greenwich, RI	3	2
East Greenwich, RI	Warwick, RI	4	4 (2)
Warwick, RI	Pawtucket, RI	13	3
Pawtucket, RI	Sharon, MA	6*	4 (2)

Information excerpted from "Table E-1: Track and Construction Type Profile of the Preferred Alternative" (Tier 1 Final EIS, Volume 1, Appendix BB).
*The railroad distance between Pawtucket, RI and Sharon, MA is closer to 22 miles.

Archaeology

The Old Saybrook-Kenyon Bypass traverses areas that are extremely sensitive for archaeological resources. For instance, in several localities, the Bypass passes near and over the Pawcatuck River, which is part of the largest watershed in Rhode Island. Lands surrounding this river and its network of tributaries and wetland complexes are extremely sensitive for ancient Native American sites, some of which could date back thousands of years. Historic archaeological sensitivity must be considered as well. For instance, the new segment cuts through the Historic Village of the Narragansetts, a property listed on the National Register of Historic Places that the FRA did not identify in the FEIS. It also passes to the south of the King Philips War Period (ca. 1675-1676) Great Swamp Fort Site. This fortified Narragansett Indian village was attacked by allied colonial forces on December 19, 1675, and the surrounding swampland, traversed by this new segment, constitutes a theater of battle that may contain National Register-eligible archaeological remains.

Expansion of existing segments must account for archaeological resources as well. For instance, in East Greenwich the existing line passes through areas that are extremely sensitive for Native American archaeological sites oriented to the natural resources of Greenwich Cove. Known sites adjacent to the right-of-way here include the Trafalger and Greenwich Cove Sites, both of which served as places of residence and burial. We also note that numerous historic cemeteries exist in the vicinity of the Preferred Alternative.

A Phase IA archaeological survey needs to be conducted for the entirety of the Preferred Alternative to ascertain its sensitivity for potentially significant archaeological resources. This will be followed by a Phase IB survey, which involves fieldwork to determine the presence or absence of potentially significant archaeological resources within the limits of the identified archaeologically sensitive portions of the Area of Potential Effect (APE). The results of preliminary archaeological surveys will inform our assessment of the need for more in-depth archaeological phases of investigation and will provide information that is essential for this project to carry out its Section 106 responsibilities.

Historic Architecture

The FEIS section on "Cultural Resources and Historic Properties" (Volume 1, Chapter 7.9) included an incomplete overview of architectural resources that may be impacted by the Representative Route. The FRA only identified properties already listed in the National Register of Historic Places (NRHP). With the exception of railroad-related resources, the FRA did not identify properties previously determined eligible for listing in the National Register or properties potentially eligible for the NRHP.

Appendix EE.09 "Cultural Resources" is a tabular summary of NRHP-listed properties that may experience "Environmental Consequences" from the Preferred Alternative. In Rhode Island, the FRA identified 15 historic properties that would experience environmental consequences. Unfortunately, the FEIS is silent on the nature and magnitude of these Environmental Consequences.

Considering that historic property information collected by the FRA was incomplete, the RIHPHC has attached an amended table to this letter that identifies additional historic properties that may experience consequences. This table should not be considered an all-inclusive list of properties listed in, eligible for, or potentially eligible for the NRHP that could experience Environmental Consequences.

Tier 2 studies should define an APE (36 CFR 800.16 (d)) and apply the Criteria of Adverse Effect to historic properties located within the APE (36 CFR 800.5). Tier 2 studies will require further architectural survey. Background research, field survey, architectural assessment and National Register evaluation will be necessary to identify properties more than 50 years of age previously unevaluated for the National Register of Historic Places. The specific scope of the architectural survey will be determined in consultation with the RIHPHC and in accordance with the Programmatic Agreement.

Project Effects

Impacts to historic properties appear to be profound. The Old Saybrook-Kenyon Bypass, in particular, will have an adverse effect on historic properties. The Bypass adds two, high-speed tracks to the existing two-track NEC and places all four tracks on an embankment through the Bradford Historic District in Westerly. The 200-foot wide footprint appears to require the removal of several buildings and irrevocably diminish the integrity of the historic district.

The 150-foot wide bypass cuts a swath through the pre-Revolutionary Amos Green Farm, first on an embankment through the eastern portion of the property then ascending to an "aerial structure" at the western edge. This aerial structure appears to eradicate buildings from the Columbia Heights Historic District. Further east, the aerial structure also appears to remove buildings from the Kenyon Historic District. The Shannock Village Historic District may be spared from consequences posed by the new, high-speed segment but potentially not from improvements to the existing two-track NEC that includes a 150-wide footprint running through the historic district.

While the railroad remains within the existing alignment north of Kenyon, impacts to historic properties are still anticipated. The East Greenwich Historic District, located on both sides of the corridor, appears to bear the brunt of the Representative Route's 150-foot wide footprint. Irreplaceable historic buildings bordering the railroad, especially at King Street, appear to be subsumed within the Representative Route. In Providence, the FEIS notes that Environmental Consequences will occur to the Rhode Island State House, presumably from expansion of Providence Station.

Conclusion

Overall, the FEIS presented a rationale for selecting a Preferred Alternative based mostly on engineering and economic criteria. Impacts to environmental and cultural resources were fleetingly acknowledged and not afforded due consideration in the FRA's decision-making process. Completion of the Tier 1 FEIS is therefore merely the starting point of environmental review and compliance.

In accordance with a Programmatic Agreement executed among the RIHPHC, FRA and Advisory Council on Historic Preservation, the FRA will undertake Tier 2 environmental studies for different segments of the soon-to-be Selected Alternative. These Tier 2 studies will include background research, detailed analysis, and actual field survey to identify historic properties. Most importantly, the Tier 2 studies will include meaningful and transparent consultation with consulting and interested parties. Where impacts to historic properties have been identified, the FRA will need consider alternatives, including alternatives that may not have been previously identified, that avoid or minimize project effects.

The RIHPHC will continue to consult with the FRA under Section 106 of the National Historic Preservation Act to develop a methodology to advance Tier 2 studies and to ensure that the FRA complies with its regulatory obligations and responsibilities. If you have any questions, please contact Glenn Modica, Senior Project Review Coordinator of this office, at glenn.modica@preservation.ri.gov or 401-222-2671.

Very truly yours,

Edward F. Sanderson
Executive Director
State Historic Preservation Officer

cc: Amishi Castelli, FRA
Governor Gina Raimondo
Nancy Hess, RI Division of Planning
Senator Jack Reed
Senator Sheldon Whitehouse
Representative David Cicilline
Representative Jim Langevin
State Senator Dennis Algiere
State Senator Elaine Morgan
State Representative Blake Filippi
Derrik Kennedy, Town Manager, Town of Westerly
Mark S. Stankiewicz, Town Administrator, Town of Charlestown
Karen Pinch, Town Administrator, Town of Richmond
Stephen A. Alfred, Town Manager, Town of South Kingstown
Lynn M. Hawkins, Town Clerk, Town of Exeter
Thomas Mulligan, Acting Town Manager, Town of North Kingstown
Thomas E. Coyle III, Town Manager, Town of East Greenwich
Mayor Scott, Avedisian, City of Warwick
Mayor Allen Fung, City of Cranston
Mayor Jorge Elorza, City of Providence
Mayor Donald R. Grebien, City of Pawtucket
Mayor James Diossa, City of Central Falls
John Brown, THPO, Narragansett Indian Tribe
Bettina Washington, THPO, Wampanoag Tribe of Gay Head-Aquinnah
Ramona Peters, THPO, Mashpee Wampanoag Tribe
Marissa Turnbull, THPO, Mashantucket Pequot Tribal Nation
James Quinn, THPO, Mohegan Tribe of Indians of Connecticut
Carla Ricci, Amos Green Farm

Cultural Resources Potentially Impacted by the Preferred Alternative

Resource Name	NRHP Status	Municipality
Westerly Downtown Historic District	Listed	Westerly
Wilcox Park Historic District	Listed	Westerly
Bradford Village Historic District	Listed	Westerly
Historic Village of the Narragansetts*	Listed	Charlestown
Amos Green Farm*	Potentially Eligible	Charlestown
Columbia Heights Historic District*	Eligible (CDOE)	Charlestown
Shannock Village Historic District	Listed	Charlestown/ Richmond
Kenyon Historic District*	Eligible (DOE)	Richmond
Kingston Railroad Station	Listed	South Kingstown
Lafayette Village Historic District	Listed	North Kingstown
Elizabeth Spring	Listed	Warwick
East Greenwich Historic District	Listed	East Greenwich
Elmwood Historic District	Listed	Providence
College Hill Historic District	NHL	Providence
RI State House	Listed	Providence
Providence Cove Lands Archaeological District (RI-935)	Eligible (DOE)	Providence
Moshassuck Square Historic District	Listed	Providence
Woonasquatucket [Railroad] Bridge	Eligible (DOE; demolished)	Providence
Blackstone Canal Historic District*	Listed	Providence and Pawtucket
Church Hill Industrial District (Boundary Increase)*	Listed	Pawtucket
Pawtucket-Central Falls Railroad Station	Eligible (DOE)	Pawtucket and Central Falls

Note: the table above is not an inclusive list of all properties listed in, eligible for, or potentially eligible for the NRHP that may be impacted by the Preferred Alternative.
*Indicates resource not identified in Appendix EE.09 Cultural Resources of the Tier 1 FEIS
CDOE= Consensus Determination of Eligibility
DOE= Determination of Eligibility
NHL= National Historic Landmark
NRHP=National Register of Historic Places

NEC FEIS Comments - RECORD #777 DETAIL

Status : [redacted]
Record Date : 2/8/2017
First Name : Richard
Last Name : Torrey
Stakeholder Comments/Issues :

From: Richard Torrey <[redacted]
Sent: Tuesday, February 7, 2017 11:02 AM
To: Rick
Subject: Railroad reroute

I am writing to add our voice to the railroad reroute opposition. As long time residents of Shannock Village we are no strangers to the railway that crosses southern RI and in its present location it is something we have all become accustomed to. To take homes and preserved land in a broad swath of South county to speed up the transfer of commuters from New York to Boston would be an egregious waste. It is our understanding that there are spots in the present line where the train must slow to 35 mph due to the poor condition of bridges and track. Perhaps taking some of the billions that would be needed for the reroute and upgrading damaged and dangerous infrastructure would add some of the needed speed to make the railway a better commuter choice.

RI is a small gem and it's nature preserves , beaches and historic homes are part of what brings others to our state for vacationing . While a higher speed rail might unify the East coast the sacrifice South County would make would be devastating and irreversible . We are already a state that some hurry through without stopping we cannot afford to further enable the wiping out of our character and natural beauty for the sake of the high speed bypass of our state

I hope that opposition to this project as it is presented will bring about a compromise that upgrades rail service while maintaining its current path.

Thank you for your attention and your concern for our state.

Barbara and Richard Torrey

Robert and Earlene Theroux
[redacted]
Charlestown, RI 02813

Received by
FEB 07 2017
FRA Execsec

January 27, 2017

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

Patrick T. Warren, Executive Director
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Tier 1 Final EIS for NEC FUTURE

To Whom It May Concern:

We write in opposition to the proposal to rebuild tracks in Washington County, Rhode Island as illustrated in the Tier 1 blueprint of the NEC Future plan. In doing so, we join with our neighbors, our community and our local, state and federal leaders who also oppose the plan.

As long-time residents of this community, it is clearly evident to us that the proposed track plan would directly affect our property rights, and would significantly impact delicate ecosystems as well as destroying natural landscapes.

Like many properties in our community, our land is a micro-ecological system. The seasonal migration of many species of birds and animals to our property not only enhances our enjoyment of the land but serves an important

role in protecting the fragile balances in these networks. Like many in the potentially affected area, we have a pond on our property that attracts local wildlife which take up residence on our land. The rebuilding of the tracks across our property would have a significant detrimental effect on these birds and animals.

The significance of the natural ecosystem in our region has already been identified by the federal government. At page 6 of its Wild and Scenic River Reconnaissance Survey of the Wood-Pawcatuck Watershed, (December 2013), the National Park Service Northeast wrote of our watershed area, "[i]t is one of the few remaining relatively pristine natural areas along the northeast corridor between New York and Boston." In the same Survey at page 9, the Park Service citing to an earlier report wrote: "[a]bout 70 percent of Rhode Island's globally rare (generally found at fewer than 100 sites, worldwide) and 63 percent of its rare species and natural community occurrences are found within the Pawcatuck watershed." It is this valuable resource that is jeopardized by the plan to relocate tracks and causes concern for our property and our community.

For the many years we have owned our property, we have sustained ourselves, at least in part, by raising or growing our own food and living off the land. Although the farms of our neighbors may be larger and more significantly affected by the rebuilding of tracks, the impact will be shared by many. In particular, the placement of tracks will undoubtedly impact our underground water supply and is a major concern for us. The many underground wells in our community will be negatively impacted by the proposed track placement, a heavy burden for those in the area.

We have highlighted only some of our concerns about the Tier 1 blueprint in this letter, choosing to focus here on some of the environmental considerations. Yet, there are many other factors weighing against the proposal and the harm it would cause on local ecology, our community and the individuals

who reside here. We will look forward to joining so many from our area to continue to voice opposition to the proposed plan. In closing, I would strongly urge the FRA to revisit its policies and procedures for providing notice to the public in this matter. The inadequate notice used to alert affected homeowners of a limited window to object to the proposal leads to the belief that the FRA intended to proceed without allowing adequate discussion. That is a troubling concept.

Thank you for taking the time to consider this objection to the proposed rebuilding of tracks over our land and throughout our community.

Earlene J. Theroux

F-0950 Theroux_Earlene

Theroux
[redacted]
Charlestown, RI 02813

PROVIDENCE RI 029
27 JAN 2017 PM 4 L

Patrick T. Warmen, Executive Director
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

20590-

F-0951 Grande_Patricia

"This bypass goes through wetlands, aquifers, nature preserves, designated open space, private property and farm land. The effect of this project on SW Rhode Island would be enormous. There are quality of life implications, environmental threats and historic preservation concerns."

"... we unequivocally oppose this bypass."

Thank you

Patricia Grande

[redacted]

Westerly, RI 02891

Received
FEB 07 2017
FRA Exec Sec

1/23/17

To: Federal Railroad Administration

I agree with the following statement sent to you by the state legislators of the state of Rhode Island:

*"We have serious concerns about the proposed bypass between Old Lyme, CT and Kenyon, RI"

* taken from The Westerly Sun 1/21/17

P. Grande

[redacted]

Westerly, RI

02891

The Federal Railroad Administration
1200 New Jersey Ave
SE. Washington, DC
20590

January 25, 2017

Office of the Secretary, Elaine Chao
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Ms. Chao,

I am writing to express opposition to the Old Saybrook - Kenyon high speed rail bypass. I am a resident of Stonington, CT and recently (earlier in January, 2017) found out about this proposal. In a town meeting held on 1/24/17, it became apparent that the negatives of this plan far outweigh any perceived positives and that numerous troubling obstacles exist that are not being thoroughly addressed or vetted. Major questions regarding the environment, river crossings, major and devastating impacts to Mystic, CT tourism (e.g. Mystic Village and the Mystic Aquarium), impacts to the Westerly aquifer, impacts to Narragansett Indian lands and ancient burial grounds are examples of issues that cause great concern over this proposal. The saving of a few minutes of travel time is trivial when compared to the massive impacts to the areas, towns, communities and people that would be affected. Alternatives such as upgrading the current shoreline rail system including bridges and crossings, catenary lines, passenger cars and extending Metro North farther east would be much less costly and would provide much more logical and effective improvements. At the meeting it was reported that all affected local CT and RI town officials, CT and RI State and U.S. legislators, both state governors and the state of CT DOT are against the bypass. It was also reported that this proposal may be put forth as the Plan of Record in the Northeast Corridor Master Plan after the public comment period expires on March 1. If that occurs, I urge you to join the citizens and Local, State and National delegations from Connecticut and Rhode Island and reject the Old Saybrook – Kenyon bypass.

Sincerely,

01/25/17

Jay Minicucci
[redacted]
Pawcatuck, CT 06379

S10-170206-035

Jay & Michele Minicucci
[redacted]
Pawcatuck, CT 06379

F-0952 Minicucci_Jay

HARTFORD CT 061
26 JAN 2017 PM 6 L

Office of the Secretary, Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

S10-170206-035

20590-

F-0953 Lahaha_Bobbi

Gmail [redacted]

Website Contact Form Submission

Bobbi Lahah <[redacted]> Tue, Jan 31, 2017 at 9:53 AM
Reply-To: [redacted]
To: [redacted]

Dear Ms. Chao,
My name is Bobbi Lahah, a resident of Pawcatuck, CT, and I am writing to you in advance of your anticipated confirmation as Secretary of the U.S, Department of Transportation in opposition to the Old Saybrook, CT to Kenyon, RI Bypass that is considered in the Preferred Alternative of the FRA NEC Future high speed rail project.
The new segment of bypass has the potential to devastate Southeastern Connecticut and Western Rhode Island. The bypass will intersect historic sites and landmarks, businesses, residences, family farms, Narragansett Tribal land, Nature Conservancy, local land trusts, and tourist attractions. Mystic Aquarium, Mystic Village, and Elmridge Golf Course are a few to be named. This region depends on tourism and small businesses as the prime economic driver which provides jobs, services, and a diversified tax base. The bypass will cause a huge socioeconomic disaster for Southeastern Connecticut and Western Rhode Island.
Environmentally, the Tier 1 Final EIS states that the new segment (bypass) "intersects waterbodies with special water quality considerations, encounters the Pawcatuck River Aquifer sole source aquifer, and also crosses the Niantic, Mystic, and Pawcatuck Rivers, and Groton and Mystic Reservoirs". This new segment will have a critical effect on drinking water, specifically in Pawcatuck, CT and Westerly, RI. Also in the Tier 1 Final EIS, it explains how the new segment of bypass will have the highest impact on prime timberland (415 acres) and the majority of impacts to prime farmland in New London and Washington Counties. It goes in detail how New London County will have one of the greatest changes in noise exposure and vibration some of which can be considered so severe it can have "indirect effects on parklands, ecological resources including ecologically sensitive habitats, threatened and endangered species, and essential fish habitat and cultural resources".
The Old Saybrook to Kenyon bypass will have a huge negative effect on property values. If the Preferred Alternative including the bypass gets a publication of Record of Decision, those properties on or near the rail line will see a decrease in property value almost immediately. Home values will depreciate regardless of when and if the new rail segment gets built because it's now a "Record of Decision" which is legally binding. When property values go down that means less tax money for services so either taxes will go up or services will decrease. On a personal note, my husband will retire in 4 years after 34 years of military service. It is now a concern that out property value will drop so low it could financially ruin us when we go to sell for retirement.
The Preferred Alternative with the Old Saybrook to Kenyon Bypass seems to be trading Southeastern Connecticut and Western Rhode Island's economic and environmental sustainability and growth for a few minutes off of commuter time to benefit those that live in NYC and Boston at the expense of 120 billion dollars. The FRA needs to upgrade and improve our current rail system which will have minimal impact on our residents, businesses, environment, and our history. The Old Saybrook to Kenyon Bypass needs to be removed completely from the plan and before the published Record of Decision.
Thank you for your time.
Sincerely,
Bobbi Lahah

S10-170131-020

Received by
FEB 03 2017
FRA Exec Sec

January 26, 2017

Ms. Sarah Feinberg
FRA Administrator
Office of Safety (RRS-22)
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Sarah Feinberg:

I am writing to express my **total opposition** to the:

- Rail bypass from Old Saybrook, CT to Kenyon, RI (Alternative 1)
- Federal Railroad Commission's Tier 1 Final Environmental Impact Statement for NEC Future

The bypass would:

- Jeopardize the safety of our nation by bringing rails closer to the Navy Sub Base in Groton, CT
- Ruin water aquifers in Westerly, RI that serve up to 65% of its residents.
- Ruin the quality of life for residents and visitors of Mystic, CT which is the Tourist Gem of CT with historic roots
- Obliterate National Historic Landmarks such as the Florence Griswold Museum in Old Lyme, CT
- Add immense stress for the animals at the Mystic Aquarium & Institute for Exploration
- And the list of other very serious and disturbing problems with this plan is quite long!

Amtrak would tarnish its reputation forever if it moves forward with this reckless plan.

The only options to explore are to:

- Fix the rails we have and leave them in their existing location
- Or relocate the tracks to a far less populated area such as North Stonington or even further northward where there are fewer people and plenty of open space.

Sincerely,

Bryce Breen
[redacted]
Mystic, CT 06355

F-0954 Breen_Bryce

Bryce R. Breen
[redacted]
Mystic, CT 06355-3600

MS. SARAH FEINBERG
FRA ADMINISTRATION
OFFICE OF SAFETY (RRS-22)
FEDERAL RAILROAD ADMINISTRATION
1200 NEW JERSEY AVE, SE
WASHINGTON, DC 20590

F-0955 Lohr_Jamie

Guardian
FUEL & ENERGY
P.O. Box 2972 Westerly, RI 02891
401.596.6566

January 25, 2017

Elaine Chao
U.S. Department of Transportation Secretary
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Chao,

I write to you today to ask you to immediately cancel the Federal Railroad Commission's Tier 1 Final Environment Impact Statement for NEC Future, a project begun under order of the Obama administration.

The project intent is no more than to bypass Connecticut and Rhode Island communities now served by Amtrak, for the purpose of shaving approximately 20 minutes from the entire trip from New York to Boston. The plan does not take into account the irreparable damage to commerce along the current route, and at such a cost as to be fiscally irresponsible; something I am certain neither you nor the Trump administration would like to shoulder responsibility for. Axe it, now.

The areas of New London County, CT through Washington County, RI draw millions of visitors annually, this tourism acting as major economic driver to local businesses. Our communities, beaches, vacation rentals, home sales, restaurants, hotels, food stores and thousands of local businesses are dependent upon visitors having easy accessibility to shoreline communities in which to spend money! If these community businesses die, the towns lose their tax bases, and real estate values plummet.

We agree the rail service needs upgrading. We suggest repairing the infrastructure; bridges and crossings, at a fraction of the cost of relocating the rails. We suggest efficiencies in capacity; longer trains, and improved schedules. We suggest light rail alternatives for local service, which would improve seat availability on Amtrak (far more important than speed is an actual seat for one's ticket price) as well as improve highway congestion, and preserve (even improve) commerce.

Americans are looking to the Trump administration to improve the economy and strength of the U.S. Our Southern New England economy is based on tourism and submarines. Prove that promise is real. Help us grow more a more vibrant commerce future for Southern New England. Do not by-pass the gem that is the New England coastline. Stop the NEC Future plan in its tracks BEFORE March 1, 2017.

Thanking you for serving our great nation, and for your attention to our urgent plea.

Sincerely,

Jamie K.W. Lohr

Jamie K.W. Lohr, President

S10-170202-084

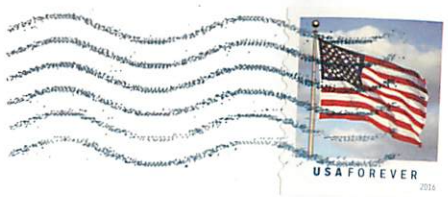
F-0955 Lohr_Jamie

Guardian

FUEL & ENERGY

P.O. BOX 2972
WESTERLY, RI 02891-0933

PROVIDENCE RI 029
26 JAN 2017 PM 1 T



For Immediate Attention!

Claire Chao
U.S. Dept. of Treasury Secretary
1200 New Jersey Ave, S.E.
Washington, DC 20590

S10-170202-084

Albert E Chrisbacher
[redacted]
Pawcatuck, CT 06379
[redacted]

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

January 26, 2017

Re: FRA's Proposed 50-mile Old Saybrook, CT - Kenyon, RI bypass

Dear Secretary Chao:

I have resided in Stonington, CT for more than 24 years and love this area for its history, picturesque beauty, culture, and character of its residents. I have recently become aware of the proposed Amtrak bypass from Old Saybrook, CT to Kenyon, RI. I must say that I am very concerned and that I am totally against this proposal. I firmly believe that this proposal is not the right plan for CT and RI and I agree with the honorable Senator Blumenthal that it would have disastrous effects on the environment, culture, and historic landmarks. We were informed at a forum last night that the towns, Stonington, CT, Westerly and Charlestown, RI, were all left out of the historical and environmental town groups the FRA consulted. Each of these towns will be significantly impacted, why were they not consulted?

After further researching this project I have personally come to the following conclusions:

- It will irreparably harm the quality of life in all the towns impacted, including Stonington.
- It will irreparably harm the tourism in Mystic, CT and have a devastating impact on the Olde Mistick Village and the Mystic Aquarium.
- It will irreparably harm Old Lyme's nationally registered historic district and landmarks.
- It could significantly damage the fragile and unique ecology of the CT River Estuary and the water supply aquifers bordering CT and RI..
- It will irreparably harm neighborhoods, farms, and real estate values.

Finally, I am very concerned about the government's decision to have a high speed train travel through an area that already has two significant security concerns, the Groton Sub Base and Electric Boat. It is my understanding the train will run very close to the Groton Sub Base which is very close to Electric Boat both along the Thames River as well as our Coast Guard Academy. Considering our world today, this seems to be a very poor decision. I sincerely question how the costs of this project, both in dollars and impact, can possibly justify the benefits. The movement against this project is growing and I urge you to use the power of your office to fight this proposal.

Sincerely,

Albert E Chrisbacher

S10-170130-032

F-0956 Chrisbacher_Albert

HARTFORD CT 061

25 JAN 2017 PM 1

Albert E Chrisbacher
[redacted]
Pawcatuck, CT 06379

Secretary Elaine Chao

U.S. Department of Transportation

1200 New Jersey Ave, SE

Washingtron, DC 20590

S10-170130-032

20590-

Nicole Torres
[redacted]
Pawcatuck, CT 06379

January 25, 2017

Elaine Chao
US Department of Transportation Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Chao,

I am writing in strong opposition to the Kenyon, RI to Old Saybrook, CT Bypass proposed in the future North East Corridor project for the high speed train. The bypass would have major negative impact on my community and the towns it runs through. Having it remain in the plans will pose a threat over the next 40 years should the FRA or future administrations decide to act on this proposal.

I am a resident in Stonington, CT and will be directly and indirectly affected by the proposed bypass. Not only will the bypass run through my backyard and neighborhood, but local farms, land preserve, historic towns, Westerly Town well water, The Mystic Aquarium , Olde Mystic Village and recreational spaces including the Elmridge Public Golf Course, Pawcatuck Little League Field in Stonington, CT, and Gingerellas Sports Complex in Westerly, RI. and hiking trails in Charlestown, RI to name a few. It will have devastating effects on our environment and housing. Additionally there will be **no benefit** for tourism or residents to these towns as the high speed train will not offer stops provided at the existing stations in Mystic, CT or Westerly, RI.

There has not been adequate time for public input or the appropriate due diligence by the FRA to study the impact on the towns the bypass will run through. Furthermore, improvements can be made to improve efficiency and speed to the current NEC tracks and potentially offer stops at the existing stations, without the addition of this segment of new track at the expense of southern CT and RI.

It is with a great sense of urgency that I am requesting immediate action to please remove the Kenyon to Old Saybrook Bypass from the Future NEC before Tier 1 is accepted.

Thank you for your serious consideration,

Nicole Torres
Pawcatuck CT

THE
Torres
FAMILY
[redacted]
PAWCATUCK, CT
06379

F-0957 Torres_Nicole HARTFORD CT 061

25 JAN 2017 PM 5 L

US Department of Transportation Secretary,
Elaine Chao
1200 New Jersey Ave, SE
Washington, DC 20590

S10-170131-021

20590-

Michele M. Prendergast
[redacted]
Pawcatuck, Ct 06379
[redacted]

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

January 26, 2017

Re: FRA Proposal for 50-mile Old Saybrook to Kenyon, RI Bypass

Dear Secretary Chao:

I am a resident of Stonington, CT an I am presently in the process of purchasing a new home for my two young sons and myself. This home was carefully considered for its neighborhood and the quality of the schools my children will attend. I very recently was informed of the proposed Old Saybrook to Kenyon Bypass. Please understand that I am very concerned about this proposal. If implemented the train will be going through my neighborhood. The impact will not only be devastating to the property values in the neighborhood but it will also create a significant safety issue. I should also mention the train will be passing very close to the elementary school my children will attend. Again, I am very concerned about all the children's safety.

I also do not understand why anyone would believe there is a benefit to having a high speed train going through areas with significant historical value such as Old Lyme and Mystic. The environmental impact of this proposal will be devastating to the communities and businesses in the areas it runs through. I am also very concerned about the environmental impact it will have on the fragile CT River Estuary and the fact that it will run so close to the Groton Sub Base. Has anyone considered that the sub base and Electric Boat are so close and there is a risk factor in putting the high speed train right near them? I firmly believe this proposal is not in the best interest of SE CT and our nation and I urge you to use the power of your office to help us fight this proposal.

Respectfully,
Michele Prendergast

F-0958 Prendergast_Michele

HARTFORD CT 061

25 JAN 2017 PM 4 L

Michele M Prendergast
[redacted]
Pawcatuck, CT 06379

PAWCATUCK CT JAN 25 USPS

Secretary Elaine Chao

U.S. Department of Transportation

1200 New Jersey Ave, SE

Washingtron, DC 20590

S10-170130-030

20590-

January 23, 2017

FRA Exec Sec
JAN 3 1 2017
Record - JMH

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

Subject: NE Corridor Rail Improvement Project

Dear Ms. Feinberg:

I am writing in opposition of ***alternative one*** of the Final EIS of the NE Corridor Rail Improvement Project. I am specifically against the proposed "Saybrook-Kenyon bypass". The bypass route proposed is a significant threat to the following: the Pawcatuck river watershed, the Nature Conservancy Frances Carter Preserve, Stoney Hill Cattle Company and other riparian forested areas that are critical to the restoration of the Pawcatuck river. I am also against any environmental degradation caused by the "Saybrook-Kenyon bypass" going through the Connecticut river valley that could adversely affect upland forests and wetlands of the lower Connecticut river.

I do support improvements to existing railway right of ways, such as track widening. The cost benefit of track widening to improve train speed and service is consistent with the regional goals of Connecticut and Rhode Island in preserving open space, protecting our watersheds and improving air quality while greatly improving mass transit. Furthermore, I believe a combination of intermodal transportation projects and improving our existing infrastructure would benefit all towns and cities in the northeast corridor. The idea of spending the level of federal money suggested while not improving local service is illogical.

Finally I can't state the importance of the U.S. Fish and Wildlife Services role in restoring anadromous and catadromous fish species of the Pawcatuck river. Also the Rhode Island Department of Environmental Managements efforts to monitor invasive marine vegetation of the lower Pawcatuck river and promulgate a plan to remove it from the ecosystem. These efforts to restore the rivers water quality and fisheries are dependent on sound land use planning through out the watershed. Clearly these goals will not be met if ***alternative one*** of the NE Corridor Rail Improvement Project is approved. Please improve existing rail right of way infrastructure; this will have an immediate impact to a larger user group of the railway system.

Thank you,

Dan Jensen
[redacted]
Wyoming, Rhode Island 02898

CC:

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

Charlestown Town Hall
Town Council
4540 South County Trail
Charlestown, RI 02813

State of Connecticut
SENATE

SENATOR HEATHER SOMERS
EIGHTEENTH DISTRICT

LEGISLATIVE OFFICE BUILDING
300 CAPITOL AVENUE, SUITE 3400
HARTFORD, CONNECTICUT 06106-1591

CAPITOL: (860) 240-8800
TOLL FREE: (800) 842-1421
EMAIL: Heather.Somers@cga.ct.gov

Jan. 24, 2017
Elaine Chao
U.S. Department of Transportation Secretary Nominee
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Ms. Chao:

As the State Senator representing southeastern Connecticut, I want to convey to you in the strongest of terms my adamant opposition to the Federal Railroad Commission's Tier 1 Final Environment Impact Statement for NEC Future.

I know I speak for thousands and thousands of Connecticut frustrated and angry residents when I tell you that the proposed bypass:

- would permanently scar and destroy historic Connecticut villages
- would bring irreparable harm to Mystic, Connecticut's largest tourism destination, which draws more than 1 million visitors annually and acts as a regional economic driver
- would negatively impact scores of small businesses.

Simply put, I am urging you to send a clear and positive message by not moving forward with this ill-advised, tone-deaf, destructive plan.

The proposal has been met with universal scorn and outrage here in southeastern Connecticut. I invite you to visit our beautiful region to see for yourself why we are fighting in unison to preserve and protect our communities' character, history, and economy.

Thank you for your service to our country. And thank you in advance for listening to the people of Connecticut.

Sincerely yours,

Heather Somers

Heather Bond Somers
State Senator – 18th District (CT)

S10-170130-029

Joan Chrisbacher
[redacted]
Pawcatuck, CT 06379
[redacted]

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: FRA's Proposed 50-mile Old Saybrook, CT - Kenyon, RI bypass

Dear Secretary Chao:

I have resided in Stonington, CT for more than 24 years and love this area for its history, picturesque beauty, culture, and character of its residents. I have recently become aware of the proposed Amtrak bypass from Old Saybrook, CT to Kenyon, RI. I must say that I am very concerned and that I am totally against this proposal. I firmly believe that this proposal is not the right plan for CT and I agree with the honorable Senator Blumenthal that it would have disastrous effects on the environment, culture, and historic landmarks. We were informed at a forum last night that the towns, Stonington, CT, Westerly and Charlestown, RI, were all left out of the historical and environmental town groups the FRA consulted. Each of these towns will be significantly impacted, why were they not consulted?

After further researching this project I have personally come to the following conclusions:

- It will irreparably harm the quality of life in all the towns impacted, including Stonington.
- It will irreparably harm the tourism in Mystic, CT and have a devastating impact on the Olde Mistick Village and the Mystic Aquarium.
- It will irreparably harm Old Lyme's nationally registered historic district and landmarks.
- It could significantly damage the fragile and unique ecology of the CT River Estuary.
- It will irreparably harm neighborhoods, farms, and real estate values.

Finally, I am very concerned about the government's decision to have a high speed train travel through an area that already has two significant security concerns, the Groton Sub Base and Electric Boat. It is my understanding the train will run very close to the Groton Sub Base which is very close to Electric Boat both along the Thames River as well as our Coast Guard Academy. Considering our world today, this seems to be a very poor decision. I sincerely question how the costs of this project, both in dollars and impact, can possibly justify the benefits. The movement against this project is growing and I urge you to use the power of your office to fight this proposal.

Sincerely,

Joan Chrisbacher

S10-170130-031

F-0961 Christbacher_Joan

HARTFORD CT 061

25 JAN 2017 PM 4 L

Joan Chrisbacher
[redacted]
Pawcatuck, CT 06379

JAN 26 2017

USPS

Secretary Elaine Chao

U.S. Department of Transportation

1200 New Jersey Ave, SE

Washingtron, DC 20590

S10-170130-031

20590-

JAMES R. LANGEVIN
2D DISTRICT, RHODE ISLAND

COMMITTEE ON ARMED SERVICES
EMERGING THREATS AND CAPABILITIES (RANKING)
SEAPOWER AND PROJECTION FORCES

COMMITTEE ON HOMELAND SECURITY
CYBERSECURITY, INFRASTRUCTURE PROTECTION, AND SECURITY TECHNOLOGIES
COUNTERTERRORISM AND INTELLIGENCE

Congress of the United States
House of Representatives
Washington, DC 20515–3902

WASHINGTON OFFICE:
109 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TELEPHONE: (202) 225–2735
FAX: (202) 225–5976

DISTRICT OFFICE:
THE SUMMIT SOUTH
300 CENTERVILLE ROAD, SUITE 200
WARWICK, RI 02886
TELEPHONE: (401) 732–9400
FAX: (401) 737–2982

http://langevin.house.gov

January 26, 2017

Patrick T. Warren, Executive Director
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Warren,

Thank you for the ongoing work of the Federal Railroad Administration in crafting the "NEC Future" plan, the development of a new vision for passenger rail in the Northeast. I write as a longtime proponent of high-speed rail projects, particularly in Rhode Island. NEC Future is needed as our country's passenger rail infrastructure is due for an upgrade, and that is especially true in Amtrak's busy Washington to Boston region. Passenger rail is an economic driver, and I look forward to working with you on this continuing process.

With that said, it has become clear to me that the planned rebuilding of tracks in Washington County, Rhode Island must be reviewed and changed. Under the Tier 1 blueprint, initial maps indicate that streamlined tracks would cut across nature preserves, family farms, and sacred tribal lands. This particular realignment could disturb ecosystems, impinge on property rights, and threaten the natural beauty of the area. Furthermore, this section of the state is currently under a National Park Service study for designation as the Wood-Pawcatuck Wild and Scenic River.

I have personally heard from hundreds of my constituents who oppose the Tier 1 plan's realignment in Washington County. None of those expressing an opinion have been in favor of the Tier 1 proposal. I recognize that you are currently reviewing your Tier 1 (macro-level) plan and that the FRA is now preparing to study community level impacts in more depth. I am confident that you can work with citizens of affected communities to develop a solution that avoids damaging impacts to Rhode Island, while still meeting the goals of creating a globally competitive, resilient passenger rail service in the Northeast. To that end, please ensure that, as with the Tier 1 process, a public hearing is held in Rhode Island during future comment periods.

Again, thank you for the FRA's ongoing efforts to upgrade our region's passenger rail infrastructure. Please feel free to reach out to me directly at (202) 225-2735 with any further questions.

Sincerely,

Jim Langevin
Member of Congress

PRINTED ON RECYCLED PAPER

Columbia Heights Neighborhood
Charlestown, RI 02813
[redacted]

January 24, 2017

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

RE: FRA TIER 1 EIS – HISTORIC COLUMBIA HEIGHTS NEIGHBORHOOD IMPACTS

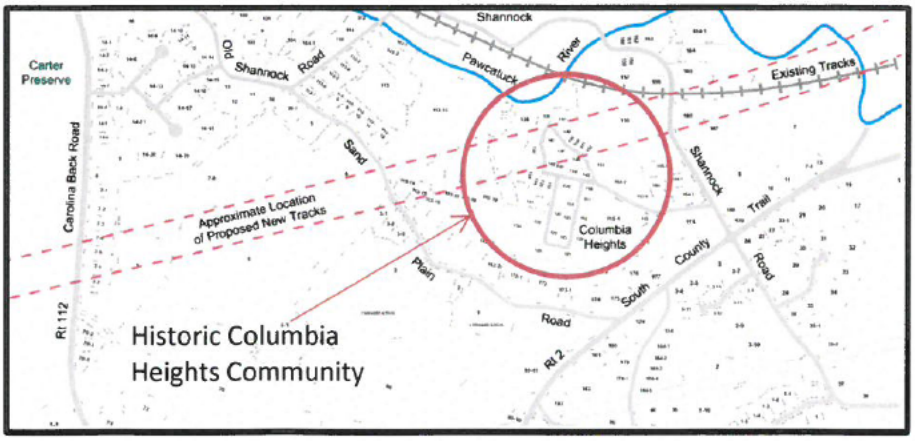
U.S. DOT Federal Railroad Administration;

The Federal Railroad Administration's (FRA) proposal as stated in the December 2016 Tier 1 Final Environmental Impact Statement (EIS) to straighten the railroad tracks of the Northeast Corridor Old Saybrook to Kenyon Bypass will permanently alter, denigrate and damage the environmental and socioeconomic fabric of Charlestown, Rhode Island.

Many residents are concerned with the severe impact to our unique and treasured protected wetlands and surface water bodies, woodlands, fields, critical habitats, Tribal resources and historic farms, and we are just as concerned as others. However, we submit our comment as residents of the historic, working class neighborhood of Columbia Heights, which would be **devastated** by this proposal.

The Columbia Heights neighborhood is an historic community unique to Rhode Island. Constructed in 1918 as a mill village community for the Clarke's Mill at Horseshoe Falls in Shannock, the neighborhood was hailed for its innovative design in providing modern worker housing of that era. The dwellings all reflect the sturdy craftsman style construction of the period and most have been restored. The entire neighborhood is eligible for listing on the National Register of Historic Places. Many families with children reside in the neighborhood and a new playground was constructed in January 2017 in Clark Town Park at Columbia Heights. There exists a tight-knit sense of community within our neighborhood; everyone knows everyone and we all watch out for each other.

The EIS details a rail re-route that transects directly through at least 20 of our historic family dwellings in this quiet neighborhood, where many of Charlestown's working class families live. We are proud, hardworking families who



are integral to the Town's socioeconomic fabric. Those remaining homes that are not demolished would have a front row seat to a >200 mph train and be subjected to crippling property value losses.

Furthermore, approximately $6 million in federal, state and local dollars has been expended in the Columbia Heights and Shannock neighborhoods over the past two decades as part of public infrastructure improvement projects. These include the creation of a public water district, housing rehabilitation, brownfields assessment and remediation, streetscape and beautification. The proposed rail project would completely nullify the benefits brought on by these investments.

The Federal Railroad Administration's proposal would be devastating to our families' lives, destroy a unique piece of Rhode Island history, and forever negatively alter our Town's identity. Therefore, we implore the Federal Railroad Administration to terminate the rail modification as proposed through our Town.

We also request that our Senators Reed and Whitehouse, Congressman Langevin, Governor Raimondo, State Senators Algiere and Morgan, State Representative Filippi, the Charlestown Town Council and all of our residents to work together and **stop** this proposed rail re-alignment project.

Sincerely,

The concerned residents and families of the Columbia Heights Neighborhood (signed below).

Cc:

Senator Jack Reed
Senator Sheldon Whitehouse
Congressman Jim Langevin
Governor Gina Raimondo
State Senator Denis Algiere
State Senator Elaine Morgan
State Representative Blake Filippi
The Charlestown Town Council

Name	Address
Matthew J. Dowling	[redacted]
Barbara G Kinsey	
Kimberly Mayo	
Gay Gaiod	
Bethany Reed	
Marcie Gannon	

Name	Address
Bruce & Sue Walker	[redacted]
Lynn Otis	
Kelly Jo Miner	
Kathleen Sullivan	
Angel	
RL Cay	
Victoria LaValley	
Mario Champlin	
Rebecca Kinsey	
Meyer Chemung	
John Glumphi	
Cindy Crump	
John Kelley	
Maria Shea	
Sharon Patterson Carr	
Ruth C. Bouchard	
David R. Carr	
Mary Richard	
Theresa Greene	
Edward Greene	
Krista Matteson	
Cora Richmond	
Susan Lambert	
Susan Carr	
Rex Blandell	
Harold Carr	
Walter Matteson	
Christa Richard	
Kyle	
Mark	
Kelly Mauro	
Brenda Sanderson	

Name	Address
JUSTIN T ANDERSON	[redacted]
Elaine M Lucier	
Gail Jones Gall	
Charles E Gall	
[illegible]	
Pamela A Hall	
[illegible]	
Steven A Gentile	
Donna Gentile	
[illegible]	
Miriam Lepore	
David Sinicki	
Heather Faulyt	
Richard Bates	
Ashley Allyck	
Denise Sisson	
Sonia Sisson	
Lance Sisson	

F-0964 Greater North End Development Inc.

The Greater North End Community Development, Inc.

Striving to Build a Better Community

Received 2/6/17 ARW

February 2, 2017

Charlestown Town Council
Charlestown Town Hall
4540 South County Trail,
Charlestown, RI 02813

Dear Members of the Charlestown Town Council:

Thank you for spearheading the opposition to the proposed Federal Railroad Administration bypass through Westerly, Charlestown and other nearby towns. We appreciate your willingness to take time to hold an open forum in mid January and provide buses for a rally at the state house. We support your efforts and are thankful for your decisive stand in opposition to this proposal.

Sincerely,
By Executive Committee:

C. Russell Hadley | Christopher L. White | Michael G. DeNoia, Jr.

BOARD of DIRECTORS

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Executive Committee

Christopher L. White
Executive Committee

Michael G. DeNoia, Jr.
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68 Pierce Street
Westerly, RI 02891

www.northendwesterly.org

401-596-1674
ne.1674@verizon.net

F-0965 Siswick_Cynthia

Dear Elaine,

I have lived with my family in Westerly, R.I all my life! My husband & I owned a HOBBY shop which included trains! We have traveled in our life time riding with the AMTRAK Trains in Canada! thus! We have beautiful woods etc! If the FAST train is allowed to be here, ripping up Nature,

SERTI SILK PAINTING

Serti silk painting is believed to have originated in China. To create the works, shapes are drawn on stretched silk with water resistant wax called gutta and the enclosed areas then flooded with special dyes. Different effects can be achieved by using substances such as salt and alcohol. The final stage is to remove the silk panel from the frame and steam heat it to fix the dyes.

Raphael Tuck & Sons Ltd.®
MARSHFIELD, MA.

D001358

SB 021871
Printed in U.K.

I feel its NOT Necessary! Can you help? Trees, bushes & land are a precious way to love the earth! On these lands are woods, animals, wild life, How CAN we Accept this. Please NO FAST TRAINS !!! If we remove a tree, we remove a life.

Thank you,
Cynthia

I AM 67, a Rebel & help all!

S10-170209-028

Mrs. Cynthia M. Siswick

[redacted]

Westerly, R.I. 02891 –

F-0965 Siswick, Cynthia

PROVIDENCE RI 029

02 FEB 2017 PM 5 L

Sec. Elaine Chao
U.S. Dept. of Transportation
1200 New Jersey Ave., SE
Washington, D.C.
– 20590 –

F-0965 Siswick_Cynthia

S10-170209-028

NEC FEIS Comments - RECORD #782 DETAIL

Status : [redacted]
Record Date : 2/13/2017
First Name : Mr
Last Name : Jonathan Mooney
Stakeholder Comments/Issues :

Dear NEC Future,

I am a Massachusetts resident who frequently travels to New York and I have been following the NEC Future Project for several years. I write to express my strong support for the Preferred Alternative, as outlined in the Tier 1 final EIS, including the Old Saybrook to Kenyon bypass. This long-overdue bypass will significantly reduce travel times caused by curved tracks, enhancing passenger experience, increasing capacity, and promoting environmental sustainability.

I am disappointed to see many communities and leaders in Connecticut express intransigent opposition to the bypass, drawing conclusions about its negative effects on their community while completely ignoring the many disclaimers through out the Tier 1 final EIS that the representative route depicted therein is subject to change. I hope that you will be able to work with those in Connecticut who have expressed concerns to devise a solution that accounts for those concerns while implementing a bypass that straightens tracks, improve capacity, and yields environmental benefits.

Sincerely,

Jonathan Mooney

Congress of the United States
Washington, DC 20515

February 9, 2017

Mr. Patrick Warren, Executive Director
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Mr. Warren:

We write regarding the Federal Railroad Administration's (FRA's) Northeast Corridor (NEC) FUTURE Tier 1 Environmental Impact Statement (EIS).

NEC FUTURE is an important planning tool for assessing and planning the infrastructure priorities for the Northeast Corridor over the next generation. This planning process complements ongoing efforts, large and small, to improve rail service in the northeast -- from the Gateway program in New York and New Jersey to the Kingston Station project in Rhode Island.

As the FRA has made clear from the outset, all of the items identified in NEC FUTURE process require further consultation with the states and railroad operators, environmental review under the National Environmental Policy Act, and the identification of additional funding outside of existing federal funding streams.

While we were pleased that NEC FUTURE features Rhode Island prominently in the Preferred Alternative, significant concerns have been raised about the impact that the representative route could have on conservation land, tribal land, family farms and neighborhoods in Washington (South) County in Rhode Island. We appreciate the FRA's efforts to allow a greater airing of these concerns by extending the comment period and directly engaging with local community leaders. Citizens and elected officials from Westerly, Charlestown, Richmond, and South Kingstown, as well as the Governor, have raised important issues that must be addressed before a Record of Decision (ROD) is finalized. Therefore, we seek your explanation as to whether you can legally alter the selected alternative in the ROD and remove the Westerly-Hopkinton-Charlestown-South Kingstown bypass as the state and communities have requested. If the FRA has the authority to remove the bypass as part of the alternative selected in the Tier I EIS ROD, we would ask that you exercise that authority.

We also write to reiterate that Rhode Island, specifically Providence, must remain a central part of the NEC. Any alternative that results in service bypassing the state is completely

PRINTED ON RECYCLED PAPER

unacceptable. We appreciate the FRA's attention to that concern, but to remove any doubt, we believe it is important for the FRA to clarify that the inclusion of the Hartford/Springfield Line in the Preferred Alternative will not eventually lead to the creation of a new, alternative, or competing NEC spine between Boston and New York.

Thank you for your attention to our concerns and we look forward to your prompt reply.

Sincerely,

Jack Reed
United States Senator

Sheldon Whitehouse
United States Senator

James R. Langevin
Member of Congress

David N. Cicilline
Member of Congress

NEC FEIS Comments - RECORD #785 DETAIL

Status : [redacted]
Record Date : 2/13/2017
First Name :
Last Name : Suzann
Stakeholder Comments/Issues :

To whom it may concern:
I am writing again to express my deep opposition to the Proposed Saybrook to Kenyan Bypass of the NEC Future plan. It is my sincere hope that you will review the thousands of thoughtful comments in opposition to this plan that would essentially devastate our communities. Just the possibility of this proposal has sent our small town into a tail spin. We rely on our local artists community to thrive in today's world and the Bypass world devastate us, both economically and environmentally. We are situated at the mouth of the CT River, an area home to many ecologically fragile species.
We hope you will consider the little guys when planning your big rail.
Thank you,
Suzann Gintoff-Vautrain, Esq.
[redacted]
Old Lyme, CT 06371
[redacted]

Sent from my iPhone

NEC FEIS Comments - RECORD #786 DETAIL

Status : [redacted]
Record Date : 2/13/2017
First Name : Rebecca (VOLPE)
Last Name : Blatnica
Stakeholder Comments/Issues :

FYI.

From: [redacted]
Date: Monday, Feb 13, 2017, 2:05 PM
To: Blatnica, Rebecca (VOLPE) <Rebecca.Blatnica@dot.gov<mailto:Rebecca.Blatnica@dot.gov>>,
[redacted]
Subject: NEC Future EIS appendices

Rebecca,

I see you are listed as supporting this FRA effort, which I think means technical rather than political support.

I'm trying to better analyze how the costs of the preferred alternative are parceled out and find comparative costs, esp. to the no action alternative, assuming that the no-action alternative includes the costs of repairs necessary to maintain the same level of service.

I found some very macro cost tables (40, 41 and 42 in appendix BB) but there is list of the breakdown of the 'accounts of cost' into about 10 divisions that are decimally numbered , e.g., 10 ,20, 30, 40 etc. that looks like a pretty regularized way of accounting for costs but i can't find anywhere that these costs are actually detailed along those lines.

then there is a careful note about the allocations of costs for rolling stock but it isn't clear to me where if anywhere those fall in 40, 41 and 42.

finally, i'm trying to disaggregate the extent of spending on needed repairs and new rolling stock separately from the spending for new segments that is aimed at time savings. While the new segement capital costs do seem to be broken out, there is a separate item in table 40 for land acquistion, sitework, etc. which I assume is related to those new segments?

it is simply difficult to square tables 41 and 42 with table 40.

and beside time savings to individual travelers, it is understandable that moving trains faster actually creates more capacity (albeit perhaps more separation is required as well) so I'm trying to find the calculations in this regard and see if the level of service envisioned uses up or close to uses up the capacity created or could be accomplished at current speeds with more fully providing 4 track infrastructure as opposed to speeding trains.

finally i have not been able to find particularized anticipated speed limit changes in the areas of these new segments to understand the anticipated time savings from each improvement as well as understanding potential savings from higher top speed operations in old segments that are already straight.

i'm wondering if your familiarity with this option (and alternatives from the DEIS) might allow you to provide pointers to any of the appendices from either the DEIA or FEIS that would help answer some of these questions.

thanks,

brian bishop
[redacted]
[redacted]

[redacted]
Charlestown, RI 02813

February 13, 2013

Patrick Warren, Executive Director Federal Railroad Administration

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

Dear Mr. Warren:

I am a tax-paying resident of Charlestown, RI [redacted] & do not normally engage in such issues as this one, but am writing you now because I feel so strongly.

I totally agree with the following points made by our RI U.S. Senators & Congress people, when they wrote their Congressional delegation letter (Feb. 9, 2017) to you, stating:

"...significant concerns have been raised about the impact that the representative route could have on conservation land, tribal land, family farms and neighborhoods in Washington (South) County in Rhode Island. We appreciate the FRA's efforts to allow a greater airing of these concerns by extending the comment period and directly engaging with local community leaders. Citizens and elected officials from Westerly, Charlestown, Richmond, and South Kingstown, as well as the Governor, have raised important issues that must be addressed before a Record of Decision (ROD) is finalized. Therefore, we seek your explanation as to whether you can legally alter the selected alternative in the ROD and remove the Westerly-Hopkinton-Charlestown-South Kingstown bypass as the state and communities have requested. If the FRA has the authority to remove the bypass as part of the alternative selected in the Tier I EIS ROD, we would ask that you exercise that authority."

Further, I'm in complete agreement with Virginia Lee, the President of our Charlestown Town Council, when she successfully wrote in her Feb. 4 letter to RI's U.S. Senators Reed & Whitehouse urging them to: "
*Not let the proposed Bypass go to Tier 2.
*By stopping it now, you will:
- *Ensure fast rail service to Providence;
- *Create jobs now;
- *Save money;

*Save time and avoid costly lawsuits;
*Save farms and open space;

I also ardently agree with Julie Carroccia, a member of our Charlestown Town Council, when she said the following at Feb. 11's "Drop the Bypass Rally" in Stonington, CT:
"I support our common cause of getting the Old Saybrook to Kenyon Bypass Taken out of the Tier 1 Record of Decision.
I'd like to reaffirm that we do not oppose high-speed rail and we want the FRA to make improvements on the current right of way.
That is the way to get:
*infrastructure jobs more quickly
*eliminate wasteful spending
*and improve rail service without destroying our towns
In Charlestown alone, we had huge impacts that were not identified by the FRA, when they selected this bypass route and failed to give us adequate notice
*19 properties with permanent conservation easements
*sensitive tribal property
*historic villages
*multi-generational farms
*a wild and scenic river
The FRA does not care about how important these are to our citizens and our tourist economy
*the impacts would require our town to litigate if the FRA does not remove the bypass from the Tier 1 EIS
*we'd have to legally tie up the Northeast Corridor project for years, delaying infrastructure jobs and better rail service
On the financial side, the FRA has not provided a cost benefit analysis that is able to economically support this expensive plan.
*we already have high-speed rail through Charlestown that goes faster than the proposed route would allow and doesn't waste over a billion dollars!!
Let's not waste the taxpayer's money for no gain."

Mr. Warren, we Charlestown, RI residents are counting on you to hear & incorporate this widespread, significant, reasonable thinking, justifying preventing this proposed bypass from going on to Tier 2.

Sincerely,
Barbara Mahony Kent

Barbara Mahony Kent

NEC FEIS Comments - RECORD #788 DETAIL

Status : [redacted]
Record Date : 2/13/2017
First Name : Ruth
Last Name : Platner
Stakeholder Comments/Issues :

Hello,

I'm not sure if you are following the blog page devoted to the Old Saybrook to Kenyon Bypass in Washington County, Rhode Island. We covered the rally against the Bypass this past Saturday in Stonington Connecticut.

Linked at that post is a Facebook Live video of the entire speakers portion of the event.

This is the second time I've been able to both hear US Senator Blumenthal speak on this issue, and then speak personally to the Senator. He has made himself very available to his constituents on this issue, and generously extended that availability to citizens of Rhode Island.

The text from the post about the rally is as follows.

/"Despite bone chilling cold and wet and some roads still covered from an overnight snow, a crowd of well over 100 gathered in the path of the proposed rail bypass in Mystic Connecticut. The rails here would plow right through the Mystic Aquarium, part of Olde Mystick Village and other businesses in Stonington./

//

/Speakers at the Rally included: Connecticut's US Senator Richard Blumenthal; CT's US Congressman Joe Courtney; Loren Spears with other Narragansett Tribal members; CT State Senators Paul Formica and Heather Somers; Rhode Island State Senator Dennis Algiere; CT State Representatives Joe De la Cruz, Chris Conley and Devin Carney; CT First Selectmen Rob Simmons of Stonington, Daniel M. Steward of Waterford, and Bonnie Reemsnyder of Old Lyme; Charlestown RI Town Council Vice President Julie Carroccia; Westerly RI Town Council President Jamie Silvestri, with Lisa Konicki, President of the Ocean Community Chamber of Commerce, and Westerly Councilor Jean Gagnier; business owners, Kim Coulter of Stoney Hill Cattle Company in Charlestown, Joyce Resnikoff of Olde Mystick Village, Chris Regan of the Groton Shopping Plaza, and Frank Grace of Frank's Gourmet Grille in Mystic; Greg Stroud of SECoast,

part of the CT Trust for Historic Preservation; and Stephen Bessette, former Selectman of the Town of Stonington and one of the organizers of the event./

//

/Also present were Mayor Michael Passero of New London, /Groton Town Mayor Bruce Flax, Groton City Mayor Marian Galbraith, CT Deputy Secretary of State Scott Bates, Eastern CT Chamber of Commerce President Tony Sheridan, Mystic Seaport Museum President Steven White, /Connecticut Trust Executive Director Daniel Mackay, Virginia Lee President of the Town Council of Charlestown, Ruth Platner Chair of the Charlestown Planning Commission, home owners from Charlestown, and many others. /

//

/A main theme of the event is that we are not opposed to improving the Northeast Corridor, we're opposed to the bypass, which has significant negative environmental and economic impacts. It needs to be taken out of Tier 1 entirely."/

You can see a video of the entire speakers portion of the event on Facebook.
<https://www.facebook.com/groups/211831562348769/permalink/597802357085019/>

The entire blog post can be seen at http://charlestowncitizens.org/2017/02/12/drop-the-bypass-rally-in-stonington/ . It has pictures of the event not included in this email.

I hope you take a look at the pictures, video and post.

Thank You,

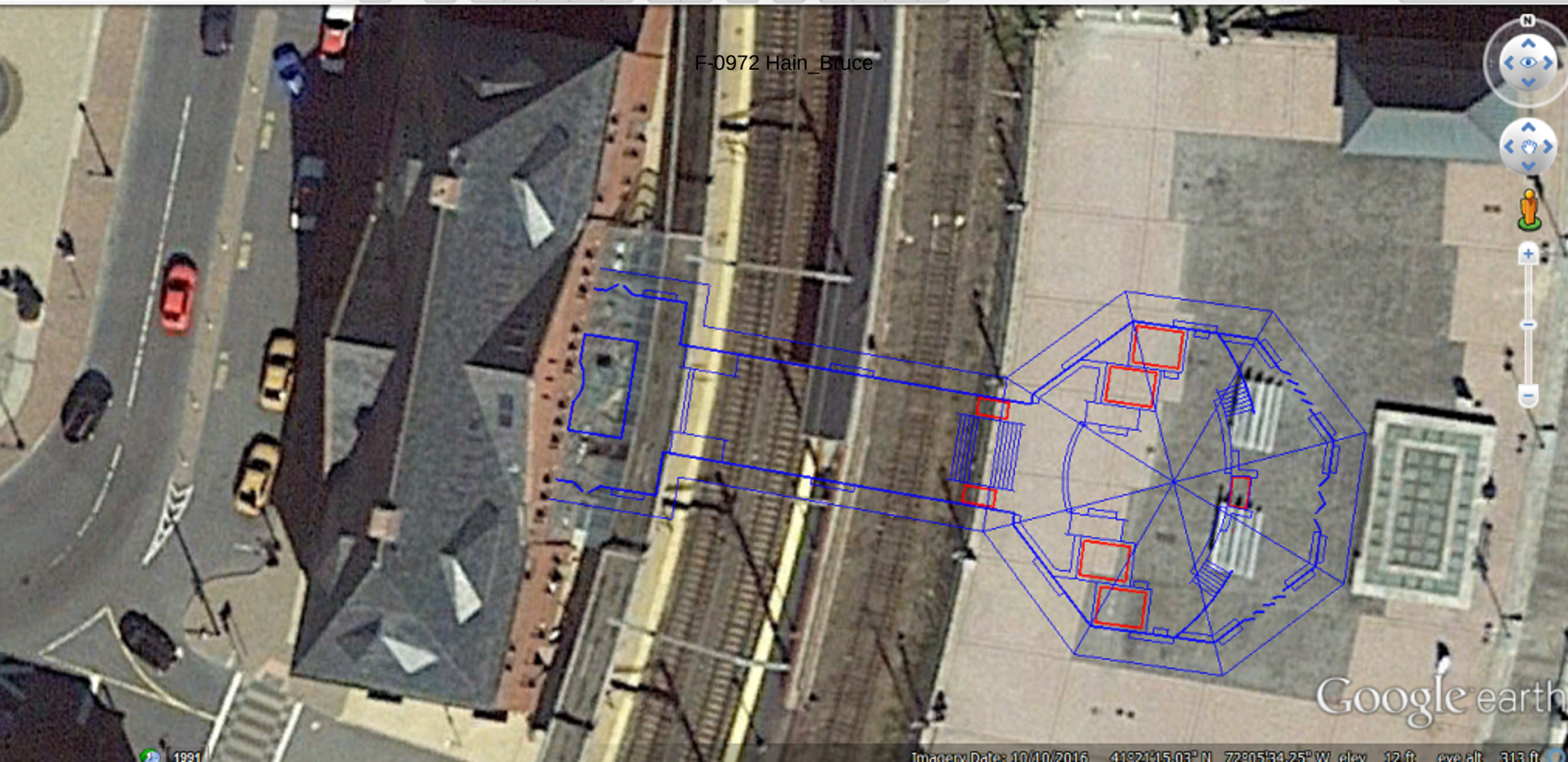
Ruth Platner
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #789 DETAIL

Status : [redacted]
Record Date : 2/14/2017
First Name : bruce
Last Name : hain
Stakeholder Comments/Issues :

NEW LONDON STATION EXPANSION
PRELIMINARY DRAWING SHOWING ELEVATORS

?
?


F-0972 Hain_Bruce
Google earth

NEC FEIS Comments - RECORD #791 DETAIL

Status : [redacted]
Record Date : 2/14/2017
First Name : Jonathan
Last Name : Clark
Stakeholder Comments/Issues :

Greetings from Hartford CT: Just a note to say that I not only support any upgrades to service from New Haven to Hartford to Springfield and, ideally, onward to Boston but I also whole-heartedly support the proposed infrastructure improvements along the CT coastline including re-routing sections of the right-of-way where necessary to improve service through my state. Thanks for your consideration of these comments. Cheers, Jonathan Clark ([redacted], Hartford CT 06105)

NEC FEIS Comments - RECORD #792 DETAIL

Status : [redacted]
Record Date : 2/14/2017
First Name : Don
Last Name : Danila
Stakeholder Comments/Issues :

The East Lyme Commission for the Conservation of Natural Resources would like to provide the attached comments on the Federal Railway Administration Northeast Corridor Alternatives Tier 1 Environmental Impact Statement. We understand that comments on the Tier 1 EIS may be submitted to the FRA even though the agency is not obligated to make any responses to these comments. Thank you for allowing us to take this opportunity and we look forward to future involvement in this major transportation proposal, particularly the Tier 2 EIS process.

On Behalf of the East Lyme Commission for the Conservation of Natural Resources,

Donald Danila

Town of East Lyme Appointed Commission Member

Attachments : ELCCNR Response to FRA Feb 17.pdf (2 mb)

East Lyme Commission for the Conservation of Natural Resources

PO Box 519
Niantic, CT 06357-0519

108 Pennsylvania Avenue
Niantic, CT

February 14, 2017

Administrator, Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

To Whom It May Concern:

The East Lyme Commission for the Conservation of Natural Resources (henceforth, "ELCCNR") would like to take this opportunity to provide comment on the Federal Railroad Administration ("FRA") Northeast Corridor ("NEC") Tier 1 Environmental Impact Statement ("EIS") with respect to the Preferred Alternative, specifically the proposed Old Saybrook-Kenyon New Segment ("OS-K NS"). The ELCCNR is a formally constituted town governmental commission with its members appointed by the Town of East Lyme Board of Selectmen, one of whom also serves as an ex officio member. Among other interests, the ELCCNR is concerned with sustaining and enhancing biodiversity and natural resources found within town borders, protecting the town's drinking water aquifers, increasing the amount of open space, and promoting local agriculture. Guidance is also provided by the Town of East Lyme Plan of Conservation and Development (see citation given below), a document developed by the East Lyme Planning Commission.

East Lyme, located on the Connecticut coast of Long Island Sound, already incurs both the costs and benefits of two major transportation infrastructures found within town boundaries: the I-95/I-395 highways, including their junction in the Flanders village section, and the present coastal route of the NEC rail line in the Niantic village section. The former development has bisected our town. Current traffic issues on the western New London County section of I-95 have resulted in a call for expanding the number of lanes from Old Lyme to New London, which will certainly impact the town. We recognize that the FRA plan has evaluated transportation issues such that the Preferred Alternative might reduce automobile highway travel in favor of rail transportation. However, we are unsure that decisions on either highway or rail expansion will be made with the other in mind and, thus, both could have significant local effects. The development of a coastal railway route many decades ago unfortunately occurred before people understood most of the environmental and social costs of large transportation infrastructure projects. The current rail line has cut off much of our coastline and limits many proper uses of coastal resources. This development has contributed to the loss or degradation of many of our small coastal estuaries and salt marshes. The imposition of the OS-K NS will be an additional burden borne by the town and its residents, landscape, and environment. The consequences of such a development to the Town of East Lyme and its citizens could be severe. The ELCCNR urges that the FRA consider all of the ramifications of the OS-K NS proposal to all towns affected by this corridor by undertaking appropriate interactions and dialog with the citizens and local governments that would be affected.

With a goal of protecting the environment within the Town of East Lyme, the ELCCNR is very concerned over potential environmental impacts should the OS-K NS go forward as currently envisioned. The public drinking water supply in East Lyme comes from a system of well fields located in several aquifers located within town bounds. There has been a recent interconnection made with the New London Water

Authority, which obtains drinking water through the Lake Konomoc reservoir system. Water supplies can therefore be shared between the two systems. With a large vacationing population and less rainfall occurring during summer months, East Lyme needs more water then and augments its needs from the New London system. With fewer people and greater precipitation during winter, East Lyme can enhance the New London reservoir during colder months. Obviously, both the East Lyme and New London drinking water sources require protection, as do the many private homeowner wells for those not connected to the public water supply system. We are concerned that the proposed OS-K NS route through the Town of East Lyme passes over many of its streams and through their watersheds. These include the Four Mile River, Bride Brook, and Pattagansett River. The first-named watershed is a potential future source of drinking water for the town and the latter two currently provide much of the town's public water supply needs. As such, the ELCCNR endorses the comments provided by the U.S. Environmental Protection Agency to the Draft Tier 1 EIS found on Table JJ-12, Volume 1, Tier 1 Final EIS, page JJ-463: "EPA is concerned with impacts to drinking water where the NEC action alternatives may cross over and degrade surface water and groundwater sources of drinking water...In general we recommend that Chapter 7 include a discussion of the possible effects of the construction and operation of each alternative on public and private drinking water supplies...Sole source aquifers are of special significance, but all aquifers currently or potentially used for drinking water are of high value...the NEC alternatives must not pass through the State defined Sanitary Protective Areas for any public water supplies in the project corridor. The EIS should also identify where the project will cross aquifers used for private drinking water supply. The FEIS should include an evaluation of potential impacts to all public drinking water supply protection areas or ground water protection areas (wellhead protection areas) particularly along the new segments which are being considered..." Further, EPA noted that the "FEIS identify all appropriate mitigation techniques proposed for freight transportation of hazardous materials along the NEC Future corridors in the vicinity of Source Water Protection areas and other watersheds contributing to drinking water supplies." With respect to drinking water supplies, the FRA response to these comments was that the Tier 1 EIS was based on readily available information from state and federal sources and apparently that not all drinking water supply data were readily available for all localities. And, that during subsequent Tier 2 studies specific effects from construction and mitigation measures will be identified to avoid or minimize effects. With respect to hazardous materials, the FRA noted that the Tier 1 EIS was a planning document without specific identification of remediation status of individual sites. The ELCCNR urges that during the Tier 2 EIS process the FRA or its contractor(s) specifically consult with two other Town of East Lyme agencies having direct oversight of drinking water supplies, namely the East Lyme Water & Sewer Commission and the East Lyme Zoning Commission, which serves as the Aquifer Protection Agency for the town. The ELCCNR is also interested in the methods, particularly herbicide uses, which rail line users will employ to control vegetation on the right-of-way and what impacts such uses might have to surface and groundwater. These methods should be made known to the public.

The proposed OS-LK NS will pass through the newly created Niantic River Headwaters property. This approximately 200 acre parcel of woodlands and wetlands was recently protected from any development and is an important open space for East Lyme and neighboring communities. The land will support sustainable and responsible scientific logging, recreational uses such as hiking, wildlife habitat, and watershed protection. The OS-K NS route will pass through the watersheds of several tributaries to the Niantic River, including Latimer Brook, Oil Mill Brook, and Stony Brook. The Niantic River is a major focal point within the Town of East Lyme and is an estuary providing significant aquatic habitat and space for considerable recreational and commercial activities, including boating, swimming, fishing, and shellfishing. The economic importance of the Niantic River to the Town of East Lyme cannot be understated and this

resource requires commensurate protection. Further, there are efforts now underway to considerably increase the area of protected open space lands adjacent to the Niantic River Headwaters property, not only within the Town of East Lyme, but in undeveloped parcels located in the adjoining towns of Waterford and Montville. A portion of these lands were to be part of a Greenway associated with a former plan to extend Connecticut Route 11 from its terminus with Connecticut Route 85 in the Town of Salem to the I-95/I-395 junction in East Lyme. With the abandonment of this plan, we had hoped that the entire area of the undeveloped lands found in this corridor would be protected as open space for wildlife habitat and responsible recreation. Among other things, the OS-K NS route will impact this land by fragmenting wildlife habitats, pose potential issues in watershed protection, and most probably will limit human recreational uses as well as sustainable forestry efforts.

The ELCCNR understands that FRA will not respond to any comments made during the waiting period following issuance of the Tier 1 Final EIS. However, we intend to follow these identified NEC issues closely during the more detailed Tier 2 EIS process, which we expect will unfold over some time. During this process the ELCCNR expects to evaluate highly detailed information provided by the FRA on its proposals for NEC alternatives made available for public review and comment and will provide assistance to the Town of East Lyme on this matter as necessary.

Sincerely,

Arthur Carlson, Chair
On behalf of the East Lyme Commission for the Conservation of Natural Resources

Reference:

Town of East Lyme Plan of Conservation and Development. 2009. Amended through December 7, 2010. 256 pp . Accessible via http://eltownhall.com/government/departments/department-of-planning/plan-of-conservation-a-development

Other relevant information on the Town of East Lyme and its government may be found at http://eltownhall.com

cc: Mr. Mark C. Nickerson, First Selectman, Town of East Lyme

NEC FEIS Comments - RECORD #793 DETAIL

Status : [redacted]
Record Date : 2/14/2017
First Name : Andrew
Last Name : Llaguno
Stakeholder Comments/Issues :

To Whom It May Concern,
My name is Andy Llaguno - [redacted] in Charlestown. My home will be destroyed if the bypass goes thru. I am opposed to the bypass!
It seems to me by overwhelming response in CT, all of South County RI, Westerly, Charlestown, Richmond, S. Kingstown, etc, my community, neighbors, the Indian lands, farm owners, private properties, preserves, environmental folks, water shed, our town leaders, governor, and state reps all wrote letters to oppose the bypass.
Please listen to the people in the effect areas that are opposed for so many reasons. Take us off the tier one plan! Work within the lines - soften the curves but please do not take away our homes.
RI is the State of Rhode Island Providence and Plantations. Providence means to protect nature and Plantations is farm lands. We are a small state and loose so much for so little gain. One minute of time for 1 billion dollars - the cost benefit is not there to displace so many people who enjoy where we live.
Please save my home - my kids and family would be heart broken!
If you should have any questions - I can be reached at [redacted]. Do the right thing and save our home!

There is nothing "Fair" about Fair Market Value if you are not willing to sell or give up all the hard work and years that went into our homes and properties. There is nothing left in Charlestown that compares to what we have built and invested to replace it for the value you will give us. I dont want this cloud over us for the next 20 plus years too. No one should have that right for that long!

HAVE A GREAT DAY
ANDREW LLAGUNO, MSED, ATC, CSCS, PES

TOWN OF EXETER, RI

received 2/10/17 AMW

Lynn M. Hawkins, CMC
Town Clerk
Council Clerk
Probate Clerk

675 Ten Rod Road
Exeter, R.I. 02822
Ph: (401) 294-3891
Fax: (401) 295-1248
clerk@town.exeter.ri.us

February 7, 2017

Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Exeter Town Council Resolution No. 2017-01 in Opposition to the Federal Railroad Administration Preferred Alternative for the Future Northeast Corridor – Washington, DC, to Boston, MA – Rail Line, Tier 1 Final EIS

Dear Sir or Madam:

At its Regular Meeting of January 3, 2017, the Exeter Town Council unanimously voted to adopt the above-captioned resolution. Please find a copy of same enclosed. The Exeter Town Council respectfully requests your support regarding this resolution.

Sincerely,

Lynn M. Hawkins

Lynn M. Hawkins

LMH:lmh
Enclosure
Copies U.S. Senator Jack Reed
U.S. Senator Sheldon Whitehouse
U.S. Congressman James Langevin
R.I. Governor Gina Raimondo
R.I. State Senator Elaine Morgan
R.I. State Representative Justin Price
R.I. State Representative Julie Casmiro
Town Council, Town of Charlestown
Town Council, Town of Westerly,
Town Council, Town of Richmond
Town Council, Town of South Kingstown
Exeter Town Council

TOWN OF EXETER, RI

TOWN COUNCIL
Kevin P. McGovern, President
Daniel W. Patterson, Vice President
Calvin A. Ellis
Francis T. Maher, Jr.
Raymond A. Morrissey, Jr.

675 Ten Rod Road
Exeter, R.I. 02822
Ph: (401) 294-3891
Fax: (401) 295-1248
clerk@town.exeter.ri.us

STATE OF RHODE ISLAND
TOWN OF EXETER

RESOLUTION

No. 2017-01

IN OPPOSITION TO THE FEDERAL RAILROAD ADMINISTRATION PREFERRED ALTERNATIVE FOR THE FUTURE NORTHEAST CORRIDOR - WASHINGTON, DC, TO BOSTON, MA - RAIL LINE, TIER 1 FINAL EIS

WHEREAS: The Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond, and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS: The proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS: Through lack of specific outreach on the part of the Federal Railroad Administration, the Town of Charlestown, its citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown, and as a result there were no comments received from the Town or interested parties in Charlestown during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS: The review and outreach that the Town of Charlestown, stakeholders, and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS: The scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe

4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS: The Federal Railroad Administration has provided a 30-day waiting period on the Final EIS to allow feedback on the preferred alternative, which ends on January 30, 2017, a period of time which the Town of Charlestown considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS: The Town of Charlestown and other impacted towns will bear a significant burden due to loss of areas of environmental, historic, agricultural, and social importance without commensurate benefits to the community as a whole; and

WHEREAS: The Town Council of the Town of Charlestown has invited neighboring Towns in Washington County to consider a resolution supporting Charlestown's position.

NOW, THEREFORE, BE IT RESOLVED: That the Town Council of the Town of Exeter hereby opposes a change to the railroad alignment and directs that the Exeter Town Clerk forward this resolution to the Federal Railroad Administration, U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse, U.S. Congressman James Langevin, R.I. Governor Gina Raimondo, R.I. State Senator Elaine Morgan, R.I. State Representative Justin Price, R.I. State Representative Julie Casmiro, and the Town Councils of the Towns of Charlestown, Westerly, Richmond, and South Kingstown.

ADOPTED BY VOTE OF THE TOWN OF EXETER TOWN COUNCIL THIS 6TH DAY OF FEBRUARY, 2017.

Kevin P. McGovern
Town Council President

Daniel W. Patterson
Town Council Vice President

Calvin A. Ellis
Town Council Member

ABSENT FROM MEETING
Francis T. Maher, Jr.
Town Council Member

Raymond A. Morrissey, Jr.
Town Council Member

IN WITNESS HEREOF, I HEREBY SET MY HAND AND THE OFFICIAL SEAL OF THE TOWN OF EXETER THIS 6th DAY OF FEBRUARY, 2017.

Lynn M. Hawkins
Lynn M. Hawkins, CMC
Exeter Town Clerk

February 7, 2017

Sandra Crawford
[redacted]
Mystic, CT 06355

Mr. Lou Frangella
Federal Rail Association
US Department of Transportation
55 Broadway, 10th Floor, Room 1077
Cambridge, MA 02142

Mr. Frangella:

As a Mystic private owner of my home for over 18 years, this letter is to share my complete disapproval of the current proposal for Amtrak's relocation of the track lines, as well as removing current stops at New London and Mystic. First, the relocation of the Amtrak tracks would cause a critical negative impact in the Mystic area. The loss of the Old Mystik Village and the Cinema would severely reduce the summer vacationers due to the elimination of a very popular destination and income needed in Mystic to survive. This would also create many to lose their jobs and long-time businesses as well as remove the needed taxes given to the town from the Village and Cinema. In addition, the relocation of the Amtrak tracks would severely reduce the resale value of many businesses and private properties in the surrounding area.

The noise from the trains would have a huge negative impact to those living in these privately owned homes and condominiums which are currently located in the quiet portion of Mystic; the major reason so many of us chose to live in this area. Locating the tracks in the area proposed would all but eliminate the access from these neighborhoods located left of the proposed new tracks to downtown Mystic as well as to restaurants and the Aquarium.

The removal of the New London and Mystic stops, which are used by hundreds of travelers per day, would also critically impact the coastline towns and surrounding businesses as there is regular and necessary train stop options in these towns and the surrounding area. This would negatively impact many travelers who currently use these stops, requiring travelers to disembark in the few CT stops which are many miles away from the New London and Mystic towns.

This proposal will bypass several important towns and surrounding towns, including vacation destinations, which would reduce the ... of these important CT areas.

I strongly ask (or shall I say demand) that you support my complete disapproval of this proposal and appreciate your support. Please fight to keep this town as it is – a wonderful and quiet town for citizens and a popular vacation destination to thousands of visitors to Mystic in order to keep this area an investment in the buying and selling of properties and provided the much needed and necessary taxes to the town.

This is a robust and important area in CT as well as a quiet, quaint part of Mystic. Preserve this jewel within our great state of CT.

Thank you.

Sandra Crawford
Owner of property at Mystic River Square
[redacted]
Mystic, CT 06355
Phone: [redacted]
Email [redacted]

TOWN OF OLD LYME

OFFICE OF THE SELECTMEN
52 Lyme Street
Old Lyme, CT 06371
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February 13, 2017

Ms. Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
USDOT – Federal Railroad Administration
Office of Railroad Policy & Development
One Bowling Green, Suite 429
New York, NY 10004

Dear Ms. Reyes-Alicea:

On December 16, 2016 the Federal Railroad Administration (the "FRA") released its NEC Future Tier 1 Final Environmental Impact Statement (the "FEIS"), which adopts a "Preferred Alternative" that includes a new high-speed rail alignment from Old Saybrook, Connecticut to Kenyon, Rhode Island (the "Bypass"). In connection with the FEIS, the FRA announced a "waiting period" running until January 31, 2017 during which the public may comment on the Preferred Alternative and the FEIS, and subsequently agreed to accept and review feedback until the publication of the Record of Decision on or after March 1, 2017.

I have previously communicated the grave concerns of the Town of Old Lyme and our neighboring communities regarding the Bypass. On behalf of the Old Lyme Board of Selectmen and the citizens of our town, I elaborate on these concerns in this letter and the enclosed document which, as you will see, has input from experts in various fields.

Our principal objections to the FEIS as currently drafted are as follows:

1. The proposed Bypass could cause irreparable harm to the economic, cultural and environmental resources of Old Lyme and the other towns along its route.

2. The mere presence of the Bypass in the FEIS has, and will continue to have, a substantial chilling effect on real estate transactions, and on public and private development decisions, along its route, potentially lasting for the 20- 30-year period

until a definitive decision on the Bypass is made. Supporting our claims, the Warren Group recently released its report indicating that in 2016, sales in Old Lyme were down 31%, with median prices down 13%, even though New London County, of which we are a part, saw average increases in sales of 9% and in median prices of 2%.

3. No significant research or expert study has yet been conducted to determine either the engineering or environmental feasibility of the proposed tunnel with respect to the Connecticut River Estuary or the Town of Old Lyme. Furthermore, there have been no studies of the present and future impact of the Bypass generally on our town or the other communities that would be affected.

4. There is a substantial question whether the Preferred Alternative represents the rail realignment that will best promote the economic interests of the southern New England states, particularly Connecticut, over the next several decades. Neither the draft EIS nor the FEIS includes a cost-benefit analysis of the Preferred Alternative standing alone or compared to the other alternatives. It appears that no material benefit would accrue to the State of Connecticut from the Preferred Alternative, whereas other routes could give rise to substantial economic improvement.

5. There exist significant defects in the process employed by the FRA in the development of the FEIS.

6. Including the Bypass in the FEIS is not needed to accomplish its objectives, whereas it does cause substantial harm to Old Lyme and our neighboring communities. The Bypass could be deleted today and restored in the future if studies show that it is not harmful, funding becomes available, and the state and local communities approve.

Our identification of the risks posed by the Bypass herein is preliminary and not exhaustive. Other material concerns are likely to be disclosed by future investigation. Further, although our focus has been on the proposed tunnel under the Connecticut River and the center of Old Lyme, we have not assumed any particular construction method and that decision will seriously impact the harm caused. (For example, a cut-and-fill methodology would have very different impacts from a drilled tunnel deep underground.) Finally, were the FRA in Tier 2 to abandon a tunnel in favor of a bridge and an aerial

structure over our town, the damage caused by the risks noted here would surely be exacerbated and other problems would be implicated.

In light of the foregoing, we strenuously request that the Bypass be removed from the FEIS and that no recommendation be included at this time regarding a new rail alignment through the state. This change would substantially ameliorate the dark "cloud" hanging over the communities affected by the Bypass, without limiting the choice of rail routing in the future. It would, though, permit this decision to be deferred until appropriate research and study have been conducted, and appropriate input has been obtained from the state, the municipalities, the public and other stakeholders.

Two Councils of Government (the Lower CT River COG and the Southeastern CT COG), which also serve as Regional Metropolitan Planning Organizations (MPOs), and their member towns, have unanimously approved the opposition to the Preferred Alternative as outlined in the FEIS. Of the 39 member towns, 11 are coastal towns and 12 border the Connecticut River. All 39 towns depend on the Old Saybrook and/or New London railroad stations. Our objections are also shared by state government and our federal representatives.

Accompanying this letter is a document containing the comments of the Town of Old Lyme regarding the Preferred Alternative, divided into several individual sections:

Executive Summary
Environmental Issues Related to the Preferred Alternative
Geologic Features: Sole Sourced Aquifers
Noise and Vibration
The Artistic Significance of Old Lyme
Prehistoric Cultural Resources within Old Lyme
Old Lyme Historic District and Historic Structures
Economic Issues

Finally, we are dismayed by the dilution in the FEIS, compared to the draft EIS, of attention paid and dollars allocated to present improvements (upgrades and safety enhancements) to our rail infrastructure. As far as we know, there is unanimous

agreement at the federal, state and local levels, that this infrastructure is in desperate need of maintenance, repair and enhancement. It would therefore seem clear that federal and state investment in Connecticut's rail is urgently needed, and that the public's interest at this time would be better served by focusing on these issues rather than on future high-speed rail, however worthy that effort may be.

We would very much appreciate the opportunity to meet in person with the FRA to discuss further our concerns and possible remedies. We would also be happy to provide you with any additional information or analysis that might be helpful.

Very truly yours,

Bonnie A. Reemsnyder

Bonnie A. Reemsnyder
First Selectwoman

Mary Jo Nosal
Selectwoman

Arthur E. Sibley, Jr.
Selectman

CC: Senator Richard Blumenthal
Senator Chris Murphy
Congressman Joseph Courtney
Governor Dannel Malloy
Secretary Elaine Chao, US DOT
Mr. Patrick Warren, Acting Administrator, FRA
Commissioner James Redeker, ConnDOT
Commissioner Robert Klee, CT DEEP
Commissioner Catherine Smith, CT DECD

Town of Old Lyme, Connecticut

Response to NEC Future
Tier I Final Environmental Impact Statement of the FRA
February 2017

Town of Old Lyme
52 Lyme Street
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Executive Summary

Comments of the Town of Old Lyme, Connecticut

The following document contains the comments of the Town of Old Lyme, Connecticut to the Tier 1 Final Environmental Impact Statement of the Federal Railroad Administration for improvements to the Northeast Corridor. It is divided into issue topics, researched and drafted by various authors, and contains an index and various appendices.

On December 16, 2016, the Federal Railroad Administration (FRA) released a Tier 1 Final Environmental Impact Statement (FEIS) proposing a Preferred Alternative for the future of passenger rail service on the Northeast Corridor (NEC). The Preferred Alternative put forward by the FRA includes a new segment which would bypass coastal southeastern Connecticut, creating a new high speed rail line from Old Saybrook, Connecticut to Kenyon, Rhode Island. According to the FRA, the purpose of this new segment is three fold: 1) to eliminate choke points along the existing corridor; 2) to save time in travel between New York and Boston; and 3) to create resiliency in light of changing climatic conditions.

The Preferred Alternative and proposed bypass would include a new crossing of the Connecticut River Estuary in the form of a tunnel whereas the Draft EIS contained a proposal for an aerial bridge over the estuary and Old Lyme's central business district and historic district. Our comments relate to this new segment and its impact on the Town of Old Lyme, its historic and landmark structures, the Connecticut River Estuary and its historical, cultural and natural resources, including the Connecticut River Estuary.

Improved Rail Service

The Town of Old Lyme supports improved rail service on the Northeast Corridor. Located midway between New York and Boston, AMTRAK service is accessible from either Old Saybrook or New London and is a convenient travel option for our residents and visitors. The town's population (7,603) nearly doubles in summer months due to our location on the east bank of the Connecticut River and frontage on Long Island Sound, with many visitors and residents opting to commute by rail via AMTRAK or Shore Line East commuter service that connects in New Haven with Metro North serves southwestern Connecticut and New York passengers.

Rail service is an important alternative to the automobile and has many environmental benefits which are consistent with reducing carbon emissions in the atmosphere. That said, it is our belief that any approach to improve travel must be integrated with state and local plans to create efficient, effective, and realistic mass transit throughout the system connecting our citizens with workplaces, residential and commercial areas, and recreation opportunities.

We are adamant that the first priority of our federal and state governments must be to improve and upgrade existing service in southeastern Connecticut by addressing urgent safety concerns and replacing aging infrastructure and equipment, such as replacing the railroad bridge that

currently spans the Connecticut River (for which the FRA has issued an Environmental Assessment). This assumes that the methods of its construction do not compromise any of the current or pending environmental guidelines. It is also our expectation that the FRA will consult with local authorities and appropriate experts to minimize the environmental impact on the estuary and consider recommendations to open up culverts in embankments to allow the maximum circulation of the waters.

Planning now for the expansion of service and the creation of new segments and high speed transit is an impractical, unrealistic and harmful distraction from focusing on these improvements, especially in light of the fact that the proposal for high speed rail is 20 -30 years distant and requires considerable Federal and State appropriations when such funds are scarce.

The very existence of the bypass proposal is already having, and will continue to have, material, adverse consequences on real estate development and transactions, on property values, and on business and residential decision-making generally, in the communities along its route.

Findings

Our review of the FEIS and the comments contained herein raise several issues of concern as well as issues which require additional review:

Procedural Issues

It is our belief that the proposed tunnel under the Connecticut River Estuary (CRE) constitutes a substantial and material change from the Draft EIS which was published for comment one year ago. As such we believe that the FRA failed to follow its own procedures for an impact statement as required by the National Environmental Policy Act (NEPA) and set forth in Section 14 of the FRA Rules of Procedure. We contend that this change, at a minimum, required public hearing in the affected area and should have been published for public comment and review as an amended Draft EIS.

Furthermore, FRA procedures indicate that an EIS should address both the short term construction effects as well as the long term impact of a proposed action. This was not done with respect to the proposed tunnel under the Connecticut River Estuary, leaving this investigation to Tier 2. Indeed, the document states that the FRA did not study the impact of tunnels and leaves the door open to reintroduction of the aerial bridge should further study not find the tunnel feasible. This is neither acceptable nor consistent with the concept of an EIS and renders all comments addressing a tunnel invalid should FRA revert to a bridge. The feasibility of constructing a tunnel and the manner of construction should have been investigated as part of this Tier process and the impact of the tunnel disclosed as a part of this FEIS.

Errors and Inconsistencies

Throughout the report there are numerous errors and inconsistencies. These are addressed throughout the body of this document.

Some of these errors have a direct bearing on the claims made by the FRA with respect to the Preferred Alternative. For instance, *Chapter 7.12,* referring to *Noise and Vibration* impacts, incorrectly measures the existing noise exposure for Harford, Maryland. The net result of this error is to underestimate the increased noise and noise impact of the new segment on New London County, Connecticut and Washington County, Rhode Island. A correct measurement indicates that these two counties would have the greatest increase in noise, elevating the impact to "Severe Impact" under the FRA's own guidelines. This level of noise would also have a material impact on birds and the vibration will impact the fish population.

There are other instances of error as well as omissions which create confusion and could have an impact on the level of environmental review ultimately required to be undertaken in Tier 2. For instance, *Table 7.6-2 Affected Environment: list of Threatened and Endangered Species,* fails to include both the Shortnose and Atlantic Sturgeon as federally listed or as present in Connecticut, specifically the lower Connecticut River. Furthermore, it specifically excludes the Atlantic Sturgeon *(See p. 7.6.6 FEIS).* The *Appendix EE.06,* however, does list both species as threatened and endangered but does not include the NOAA, National Marine Fisheries Service proposed Critical Habitat designation for the Connecticut River for the Atlantic Sturgeon.

The significance of these errors is that:

- Both species are considered endangered by the Federal Government and the State of Connecticut;
- Recent science has demonstrated that both species are present in Connecticut River waters;
- They feed in the Estuary's wetlands and spawn up river; and
- The FRA was notified in July 2016 of the intent of the National Marine Fisheries Service to declare the Connecticut River (from its mouth to the Holyoke Dam) a "Critical Habitat", thus elevating the environmental review required by the FRA.

Historic, Cultural, and Anthropologic Issues

Old Lyme, settled in 1649, is one of the oldest towns in Connecticut. It sits on the banks of the Connecticut and Lieutenant Rivers to the west and Long Island Sound to its south. The town itself, a federally-declared Preserve America Community, would be the epicenter of the impact of the tunneling proposed in the Preferred Alternative.

Located within the town and in the "context area" of the Preferred Alternative lies the Historic District. The Historic District (National Register of Historic Places), in the center of Old Lyme, is a pleasant mix of traditional and modern houses, churches, schools, the Lyme Academy College of Fine Arts (of the University of New Haven), the Lyme Art Association, art galleries, two inns, the Old Lyme Phoebe Griffin Noyes Library, the Town Hall, a firehouse, the Florence Griswold Museum and business establishments. In addition, of its 80-plus properties, approximately 50 have buildings dating before 1900 and eight prior to 1800 including several that predate the American Revolution. The Florence Griswold Museum is a National Historic Landmark (NHL) as well as a National Register of Historic Places structure. It is the birthplace of the American Impressionist School of Painting.

As a quintessentially "New England" village, the college, art galleries, museums and town shops are vital to the local economy. They provide everyday services to the local community and surrounding towns and they draw tourists from around the nation. The Florence Griswold museum alone attracted 79,086 visitors in 2016 and the two local inns, The Old Lyme Inn and the Bee and Thistle Inn, provide rooms and restaurants for those wishing to stay. Local marinas attract and serve many boating enthusiasts and fishermen.

Because of its age and location, Old Lyme provides important connections to the history of the area. Prehistoric settlements in the Old Lyme area have been documented from the earliest periods of Native American entry into the New World, around 10,000 years ago. The planned high speed expansion will undoubtedly impact prehistoric Native American cultural resources because a large portion of the land within the new corridor is undeveloped and was preserved precisely due to its value as a historic resource.

Economic Impact

The FRA's proposal for a bypass has already adversely affected the economy of the town. In Old Lyme, an analysis of recent real estate transactions already shows economic impact due to the decline of more than 31 percent in sales and 13 percent in median prices (2016 versus 2015). This report was prepared by the Warren Group, publisher of The Commercial Record, and reposted in the February 3, 2017, The Day. While the data is necessarily limited based on the short period of time from just after the release of the DEIS through the end of the year, it appears that property on the market has experienced a substantial reduction as a result of the presence of the "line on the map." The cloud of uncertainty created as a result of initial proposal will most certainly remain until there is an ultimate resolution of the FRA's intent. The ability of our significant art institutions to attract students, tourists, and funding for operations and expansion may also be adversely impacted.

The FRA's proposal for a bypass has already adversely affected the economy of the town. It is estimated that since the issuance of the Draft EIS one year ago, the value of local properties in the village has declined 20 percent. The cloud of uncertainty created as a result of the initial proposal will most certainly remain until there is an ultimate resolution of the FRA's intent.

The ability of our significant art institutions to attract students, tourists and funding for operations and expansion may also be adversely impacted.

We realize that the State of Connecticut in the last instance may determine the route of any new rail line in the state through the funding and permitting process, but this does not mitigate the harm flowing from the possibility that the bypass may be constructed. Furthermore and importantly, there is no added value from the proposed bypass to the State of Connecticut and its shoreline residents. For those who currently access AMTRAK service from Old Saybrook, the additional drive to Groton/Mystic or New Haven is likely to be an impractical option as there would be limited time savings. In short, the bypass serves only as a means to expedite travel for long haul passengers, making Connecticut a virtual flyby between New York and Boston.

In the meantime, and into the indefinite future, it is unconscionable for our residents to endure financial harm and emotional distress due to the uncertainty associated with this project. Therefore, in recognition of the State's role in the process, we request that the bypass be removed as the recommended option in the FEIS and the Record of Decision.

Cost/Benefit Consideration

The Draft EIS contained three alternatives in addition to the status quo for rail service on the Northeast Corridor. It is questionable that the FRA's emphasis on time savings will ensure profitability and reduce operating costs along the Preferred Alternative. It is notable that AMTRAK, the FRA's chief client and operator of passenger rail service, raised issues regarding the relationship of operating costs to fares and ridership.

Indeed, AMTRAK expressed a clear preference for upgrading existing service on the NEC along southeastern Connecticut and expressed its preference to extend high speed rail service to Connecticut population centers which it believes will create the improved service options needed to attract passengers and revenues necessary for operations.

Environmental Considerations

Much of our concern is centered on the potential impacts to our natural resources and environment. The FEIS Preferred Alternative has the potential to denigrate the environment in a variety of ways including:

- Fragmentation of animal habitats through the acquisition/condemnation of existing forest and undeveloped land;
- Increasing ambient noise and vibration affecting both residents, structures and animal species, including fish and birds; and
- Disruption or, even worse, pollution of the sole source aquifers upon which Old Lyme relies for drinking water.

Connecticut River Estuary and its Wetlands

In many ways, the tidal waters flowing through the Connecticut River Estuary are the life blood upon which Old Lyme was founded. These waters carry with them nutrient rich sediment which forms the basis of sustenance for all levels of our food chain.

Tidal waters, receded over the centuries, left behind soil fertile for agriculture. The beauty of the estuarine area has attracted tourists from far and wide and inspired writers and photographers - professional and amateur alike. It is forever immortalized in the works of great artists and led to the creation of a renowned American school of art.

The river's wetlands recycle carbon in the form of plant material which in turn provides food and habitat from the lowest form of organism to commercial and recreational fish and the birds we strive to protect. The wetlands protect themselves and the areas which surround them from the ill effects of rising sea levels and storm surge, as well as from the legacy pollutants associated with upstream industries of the 19th and 20th century.

The estuary also provides habitat and feeding ground for species of birds and fish that are considered threatened and endangered by the State of Connecticut, such as the Saltmarsh Sparrow, King Rail, Least Tern, and Great Egret. Federally-endangered fish species such as the Shortnose Sturgeon and Atlantic Sturgeon feed in the wetlands and migrate upriver to spawn. Other anadromous species which migrate in CRE waters include the American Shad, Alewife and Menhaden.

The impact of noise and vibration on all these species and their preferred habitat and feeding ground is a matter of considerable concern. It is so critical that in January of 2016, NOAA notified the Army Corps of Engineers that a planned construction project on the James River in Virginia would adhere to a schedule where no construction activity would take place at the time of spring migration of anadromous fish or during Fall months when Sturgeon were making their upriver spawning runs *(Jan. 28, 2016 letter to Randy L. Steffey, Project Manager Department of the Army from Kimberly Damon-Randall, Assistant Regional Administrator for Protected Resources, National Marine Fisheries Service, NOAA, Re: Dominion Surry-Skiffes Creek-Wheaton Transmission Line Project).*

Celebrated as an estuary and wetland complex of global importance (Ramsar Convention) and as "One of the last great places in the Western Hemisphere" (The Nature Conservancy), the estuary's conservation and preservation requires continued diligence and protection from the hazards of manmade obstruction.

Critical to the protection of the estuary is the complex interaction of its tidal flow and sediment deposition. The Tier 1 FEIS has failed to take into account the impact of the proposed action on this phenomenon and the survival of its wetlands, whether from the construction of the bypass or from its operation.

It has further failed to consider the effects of a tunnel (or other structure) on the ability of the wetlands to continue to:

- Protect against storm surge and rising sea levels associated with climate change; and
- Act as a habitat, feeding and breeding ground for fish, birds and other wildlife.

And, importantly, it has failed to consider whether during construction there is a danger of release of long buried containments through the estuary.

It is our view that taken collectively, the adverse economic and environmental consequences of the bypass, measured against its potential benefits, do not begin to warrant the great expenditure of state and federal funds that would be required.

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ENVIRONMENTAL ISSUES RELATED TO THE PREFERRED ALTERNATIVE

Summary Comments

At the outset, it should be noted that we support improved rail service on the Northeast Corridor. Specifically, we support improving the safety of the system, upgrading the entire system, and strengthening its resiliency.

The Northeast Corridor system provides for the efficient movement of people, connects population centers, and is an alternative to automobiles. It therefore has a generally positive impact on the environment by the reduction of carbon in the atmosphere. The development of a rail transportation system that is integrated with other forms of mass transit is both desirable and necessary. However, it must satisfy the requirement that it is prudent in the use of resources, both monetary and natural, and it is accomplished with the least amount of harm to our natural environment.

The Tier 1 Final Environmental Impact Statement (FEIS) Preferred Alternative proposes a bypass around coastal southeastern Connecticut from Old Saybrook, Connecticut to Kenyon, Rhode Island. This bypass would include a tunnel constructed under the Connecticut River Estuary, the Lieutenant River, and the Historic District of the Town of Old Lyme, Connecticut as well as Interstate 95, before returning to ground level (*see* Section 4 page 4-92 FEIS). However, elsewhere the FRA indicates that the bypass could return to a bridge and aerial structure if the tunnel does not prove feasible. For example Appendix EE.05 - Hydrologic/Water Resources, p17, the Connecticut River, lists both a major bridge and a tunnel as the construction type and the Lieutenant River as an embankment and a tunnel as the construction type.

The Tier 1 Draft EIS (DEIS) proposed three alternatives (in addition to the status quo) for high speed rail. Alternative 1 included a bridge (not a tunnel) over the Connecticut River Estuary and an aerial structure over the historic center of the Town of Old Lyme.

The comments below address the FEIS Preferred Alternative for a tunnel and the potential environmental issues that construction of a tunnel raise. Whether and to what extent the concerns identified would in fact materialize must be evaluated by appropriate scientific and engineering studies and analysis, none of which have yet been performed, before the bypass may properly be included in the Preferred Alternative. We believe that a public hearing on this material change should have been held before the Final EIS was issued and any future revisions to the FEIS tunnel proposal would require additional hearing, comment and environmental review.

- We conclude that the Federal Railroad Agency (FRA) has failed to make a case that an additional crossing of the Connecticut River estuary can safely be constructed in light of the unique geomorphology of CRE and the sensitive nature of its ecosystem.

- Issues arise with respect to threatened and endangered species, the effect on the feeding and breeding grounds of the wetlands, and the impact on the wetlands' natural ability to respond to rising sea levels and storm intensity.

- In addition, there are serious concerns as to the extent of toxins in the river bed which have been buried over the last century and whether construction would release these toxins into the estuarine waters. Likewise, there are questions as to the ultimate disposition of contaminated soil removed from the construction site.

- Lastly, and specifically with respect to the Town of Old Lyme, which derives its drinking water from sole source acquirers, there are questions as to the construction method and impact of a tunnel on these sole source aquifers.

None of these issues has been adequately addressed in the FEIS. We conclude that the risks of an additional crossing of the Connecticut River Estuary are substantial and that no new structures which would impede the estuary's natural functions should be constructed.

Procedural and Context Issues

The FEIS raises a number of questions of a procedural nature with respect to the Preferred Alternative as well as questions with respect to the context in which the proposed bypass from Old Saybrook, Connecticut to Kenyon, Rhode Island, incorporating a tunnel under the Connecticut River Estuary, were evaluated.

The proposal to include a tunnel under the Connecticut River Estuary constitutes a substantive and material change that has not had the opportunity for public hearing, comment, or review during a Tier 1 process.

- The nature and scope of the potential environmental impacts of a tunnel under the Connecticut and Lieutenant Rivers are vastly different from those of an aerial bridge, proposed in the DEIS Alternative 1.

- The nature and extent of the impacts to the riverine environment would likely be of a different nature and character, not just one of degree, so it is impossible to believe that a DEIS prepared for a bridge suffices for construction of a tunnel.

- The estimates of cost would likely be very different (though no adjustment was made in the FEIS).

- FRA Procedures Section 14 sets forth the requirements for the content of an EIS. The fact that the tunnel proposal is a material change calls into question whether the requirements of Section 14, including subsection 14(n) requiring analysis of

the environmental impacts of alternatives, "including the proposed action" have been met.

- To the best of our knowledge, the FRA has conducted no studies of the environmental impact that construction of a tunnel would have on the estuary, its wetlands and its habitats prior to issuing the FEIS Preferred Alternative. This failure is a violation of section 14(n), paragraphs (5), (6) and (7) requiring assessments of natural ecological systems, wetlands and endangered species, during the before construction period and with respect to the long term impacts of the alternatives on wildlife and vegetation in the affected environment and wetlands," respectively.

- The FRA has left to Tier 2 an investigation of the feasibility of a tunnel under the CRE, the Lieutenant River and the Town of Old Lyme from an engineering standpoint and has made no determination as to the type of tunnel. Such a determination is essential in order for the public to evaluate and comment on the potential environmental impact on the natural resources of the estuary, its wetlands and the species which inhabit it, some of which are of special concern, such as the Saltmarsh Sparrow, or threatened and endangered, like the Shortnose Sturgeon and Atlantic Sturgeon.

- Essential to the health of the estuary, its wetlands and habitats is the dynamic interaction between the water circulation of the Connecticut River and the transport of nutrient rich sediment essential to protecting the wetlands and surrounding areas from the ill effects of storm surge and rising sea levels associated with climate change.

- The FEIS indicates that the "affected area" for Hydrologic/Water Resources, defined as "Coastal zones and saltwater wetlands..." is a 2,000-foot-wide swath centered on the representative route for the Preferred Alternative. The "affected area" for Ecological Resources, defined as "Critical habitats and federally listed Threatened and Endangered Species," is a 3,000 -foot-wide swath from the center of the Representative Route for the Preferred Alternative" (*see* Table7-1, pp. 7.v-7.v). The "context area" for the Preferred Alternative is a 5,000-foot-wide swath centered on the Representative Route ...."

  These footprints constitute an arbitrary limit in an environment as dynamic as the Connecticut River Estuary, where circulation flow of its waters is critical to carrying essential nutrients in the form of sediment throughout the estuary and its marshes. Thus, we contend that the "affected area," as well as the "context area," are insufficient boundaries for measuring the impact on hydrologic and ecologic resources of a river with an estuary of approximately 9 miles and a tidal flow in excess of 50 miles. For example, the distance from the midpoint of

the path shown in the Mapping Atlas to Griswold Point in Old Lyme is 16,000 feet and to Lynde Point in Old Saybrook is 16,000 feet.

- Prior to moving to a Record of Decision it is incumbent upon the FRA to demonstrate that the proposed tunnel is feasible —i.e., that it can be engineered, constructed and operated in a manner that is affordable, that safeguards are in place to protect this environmentally significant and sensitive area of the State of Connecticut, and that it has complied with applicable law and its own procedures.

- The FRA has stated that these analyses will be done in the Tier 2 Review. However, we believe that such deferral is improper from a regulatory standpoint and grossly unfair to the State of Connecticut, given that the analysis may well conclude that the tunnel and, therefore, the entire bypass, is not feasible.

  The fact that the Environmental Assessment for the Connecticut River Replacement Bridge failed to conduct this analysis heightens our concern that proper studies of these issues will not be conducted in Tier 2 here. *(Note (a))*

- There are a number of inconsistencies between the DEIS and the FEIS which require clarification. For instance, as cited above the FRA defines the "affected area" and the "context area" for hydrologic and ecological resources in the Introduction to Chapter 7. But it also states that it did not examine the impact of proposed tunnels. This leaves the reader wondering exactly what was examined with respect to the Connecticut River Estuary and Wetlands Complex.

Note (a) In researching the potential environmental concerns implicated by the FEIS, it came to our attention that these issues were not considered several years ago in connection with the replacement railroad bridge over the Connecticut River. The FRA issued an Environmental Assessment for this project in May 2014 which failed to address the impact of the proposed replacement bridge and the 10,000 foot long embankment on the circulation and sediment transfer of the estuary and the ability of the marshes to naturally defend (by migration and accretion) against sea level rise and storm surges. Furthermore, it dismissed the Atlantic Sturgeon, while recently NOAA is proposing to designate the Connecticut River a Critical Habitat for the Atlantic Sturgeon. We request that the FRA undertake appropriate studies of these issues with the appropriate scientists and engineers to determine how best to mitigate harm to the Connecticut River Estuary and the Atlantic Sturgeons.

Environmental Considerations

What follows below is a discussion of the context in which any new or substantial infrastructure development in the Connecticut River Estuary must be considered. NEC Future FEIS indicates that higher concentrations of impact tend to occur in:

- Maryland and Connecticut for Ecologically Sensitive Habitat
- Connecticut for Threshold and Endangered Species (fauna and flora)
- New York, Connecticut, and Rhode Island for Essential Fish Habitat (FEIS Part 1, p. 7.6-2)

Connecticut will have 33% of the total route miles of the railroad (178 of the 457 route miles) and, by state, Connecticut has the highest potential ecological resource impacts, including the highest total environmentally-sensitive habitat acreage, threatened and endangered species occurrences, and number of water crossings identified as essential fish habitats (FEIS Part 1, p. 7.6-2). The Connecticut coast also has significant habitat fragmentation and many sole source aquifers.

The Connecticut River

The Connecticut River Estuary is a jewel in the crown of New England's natural resources. The area is a mecca for visitors as well as residents. The estuary has been captured in the works of great American artists and remains a place of enjoyment for boaters, fishermen and tourists. Damage to its environmental integrity could have far-reaching consequences on the species that inhabit it and migrate here, and on the recreational opportunities and economy of the local communities.

The Connecticut River is the longest and most important river in New England. A National Heritage River, it travels 410 miles from its source near Quebec, Canada, to its mouth on Long Island Sound. Its watershed includes 148 tributaries, 38 of which are major rivers. Tidal from Long Island Sound to above Hartford, the river's estuary extends 9 miles, from the towns of Old Lyme on the east bank and Old Saybrook on the west, north to Hamburg Cove, Connecticut. The Connecticut River Estuary and Tidal River Wetlands Complex was designated a wetlands of international importance at the Ramsar Convention (Ramsar Nomination Report 1994).

It is the river's lower estuary, at the most dynamic and volatile meeting of the waters, that is the focus of our concern.

Circulation Dynamics and Sediment Trapping

The water flowing annually through the estuary provides 70 percent of the fresh water in ***all*** of Long Island Sound and, in the process, transports 1 million tons of sediment the length of the Connecticut River from source to the Sound. A portion of the sediment is deposited in the river's salt marshes, providing the building blocks for accretion and migration and a significant amount of the nutrients for the food chain. The vegetation

and its roots are also important sources of nutrients and structural stability for the salt marsh.

In the Connecticut River, superior local trapping of fine grain sediment is created by the spatial gradients in circulation, stratification, and mixing. These spatial gradients are created by frontal formations which are induced by the local topographic variability due to the underlying geology. This geology is highly unstable and unpredictable (Ralston Projects web site 2017). Further destabilization occurs with unusually strong tidal flows, which displace 20,000 cubic tons or nearly 150,000 gallons of water per second through the mouth of the river. (Old Saybrook Harbor Management Report 2003).

The Connecticut River's unusually strong tidal flows and river fresh water velocities are dynamically similar to other time-dependent salt wedge estuaries such as the Amazon, the Mississippi, the Columbia, the Fraser, and the Yangtze in China. (Geyer and MacCready 2014).

In such an energetic system the fine sediment might be expected to be carried out to the Sound, but the salty fronts enhance retention in the estuary. This is important for the sustainability of wetlands at the estuarine margins. (Ralston, WHOI web site 2017).

The dynamic nature of the relationship between the circulation flow and sediment deposits act as mitigating factors in protecting the wetlands, the habitats and the surrounding area from the most severe forces of nature, including the growing hazards of storm surge and sea level rise associated with climate change.

Few Heavy Engineering Structures

From an engineering standpoint, the Connecticut River Estuary has proven to be off-limits to significant infrastructural alterations due to its geomorphology. Historically, shifting sediment deposits at the river's mouth have precluded large vessels from traveling through this shallow and dynamic river delta.

The Connecticut River is the only major river in the eastern United States without a port at its mouth. Thus, it has been preserved over nearly four centuries for the enjoyment of its residents and visitors and provides sustainable ecological support for the hundreds of species that inhabit it.

The lack of industrialization and the environmental cleanup of the Connecticut River that has occurred in recent decades mean that the river's estuary is nearly pristine and, therefore, can be used as a baseline for the comparative study of estuaries elsewhere. In addition, scientists who study core samples of the river indicate that its relatively undisturbed habitat and high sedimentation rate allows them to trace human development back nearly 12,000 years (Varekamp, J. 2016), making the river and its estuary archeologically and anthropologically significant.

Sources of Sediment: Two Sources of Sediment

First, the average annual sediment discharge that comes from the watershed is caused by rainfall runoff trapping the sediment and flowing into the river. The second source is generated by extreme rainfall from tropical disturbances and excess glacially-derived sediment from upland and mountainous catchments. These produce anomalously high specific sediment yields that can provide in a few days multiples of the average annual discharge. This flows into the tidal portions of the river where the flood plain and off-river bodies serve as depots for the sediment (*e.g.*, Hamburg Cove, Chapman Pond, Great Island, etc.). The sediment is gradually depleted until the next extreme event. [Yellen and Woodruff (2014), Woodruff et al. (2013), and Ralston and Geyer (2013)].

Storms Irene and Lee

Data from Storms Irene and Lee (summer 2011) illustrate the importance of these extreme events. For the Connecticut River, Irene's impact lasted from August 29th to August 31st. During this time the river's discharge doubled while the Suspended Sediment Concentration and the Sediment Load each increased by 13 times the annual rate. [Yellen and Woodruff (2014) and Ralston and Geyer (2013)]. For reference, the sediment input into the Hudson River by Storms Irene and Lee was approximately 2.7 megatons, about 5 times the long-term average. (Ralston and Geyer 2013).

Ecological Services from the Connecticut River Estuary

The Connecticut River Estuary contains one of the least-developed or disturbed tidal marsh systems in the entire United States and the most pristine large river tidal marsh system in the Northeast. The Connecticut River Estuary was proclaimed by The Nature Conservancy to be one of The Last Great Places in the Western Hemisphere (1993).

With the passage of the Clean Water and Coastal Zone Management Acts, most citizens understand that tidal areas and marshes are important to the conservation of our environment; however, their contributions to the ecological well-being of diverse species, including human, are frequently understated. Salt marshes provide essential ecosystem services to all levels of the food chain.

Ecosystem services come in many forms: the natural products societies require, including food; the regulation of climate, water, and disease cycles; the processing of nutrients and soils; and important recreation areas. Tidal marshes and estuaries include some of the most productive acreage on the earth. They are among the most abundant, fertile and accessible coastal habitats, providing more ecosystem services to coastal populations than any other environment. (Gedan et al. 2009). The Long Island Sound Study (2003) declared that wetlands are ecologically, economically, and socially valuable.

The tonnage of vegetation that these marshes produce per acre is unrivaled by any other natural soil and difficult to equal, even in intensive agriculture using commercial

fertilizers (Bishop and Billard, 1958). Marshes produce tremendous amounts of plant material. The primary productivity is due to the amount of carbon that is converted into organic compounds by photosynthesis. The health and productivity of a wetland depends on the intricate interactions of marsh organisms, both plant and animal (Long Island Sound Study 2003).

The Estuary as a Source of Food for Native and Migrating Species

The wetlands of the Connecticut River Estuary provide all of these important ecosystem services. The vegetation produced in the wetlands provides both food and habitat for many species of fish, fowl, mammals and invertebrates. A growing number of species, including zooplankton, shrimp, snails, clams, worms and forage fish eat the detritus from decaying plants or the bacteria, fungi, diatoms, and protozoa growing on plant surfaces. (Long Island Sound Study 2003, Rankin 1966).

These species become the primary food for commercial and recreational fish, including the blue fish, striped bass and flounder found in Long Island Sound. The Estuary also serves as an essential spawning, nursery ground and habitat for other important fish species, such as the menhaden, which is a primary food source for the Osprey and Bald Eagle. "With the presence of freshwater, estuarine, and marine habitats of the tidal river and the shoals at its mouth, the lower Connecticut River has 78 species of fish, the highest fish diversity in the region." (Dreyer & Caplis 2001).

According to Dreyer and Caplis: "The Connecticut River was the first wetland of international importance designated under Ramsar to recognize fish as an important element in the wetlands." Migrating species of fish such as the American Shad are found in the Connecticut River Estuary, which acts as a "gateway" to upstream spawning habitats each spring. The river has one of the largest and most stable populations of American Shad in the United States. (Dreyer & Caplis 2001).

Salt marshes provide essential refuge habitat for young fish and crustaceans, provisioning coastal fisheries (Boesch & Turner 1984) that account for 90% of the world's fish catch (UNEP 2006). The tidal channels that dissect salt marshes provide the essential spawning and nursery grounds for such important fish species as the menhaden, striped bass, bluefish, and flounder, which as adults feed in deeper waters. Wetlands also provide critical habitat as spawning and nursery areas for finfish.

Two fish species of particular concern in the Connecticut River Estuary are the Atlantic Sturgeon and the Shortnose Sturgeon which, like the shad, are migrating species. The FEIS specifically removed the Atlantic Sturgeon as "not identified within the Preferred Alternative's Affected Environment" (Table 7.6-2) and reduced the Shortnose Sturgeon distribution (page 7.6-6), although (a) both species are considered Threatened and Endangered by the State and Federal Governments, and (b) CT DEEP tracking pinpoints the importance of the Estuary for their survival. Currently, the National Marine

Fisheries Service of NOAA has proposed that the Connecticut River be designated a Critical Habitat for the Endangered Atlantic Sturgeon. (Federal Register, Vol. 81, No. 107, pages 35701 to 35732).

The Connecticut River and its estuary support abundant waterfowl in all seasons and are an essential migratory stopover in spring and fall. (Dreyer & Caplis 2001). Because of the high productivity of its marshes, the Connecticut River Estuary is an important feeding ground for native and migrating waterfowl, raptors, shorebirds, and wading birds.

Species of migratory waterfowl feed in salt marshes, where recreational hunters and birdwatchers follow their movement. (UNEP 2006).

- During migration and wintering periods, the most important habitats for Black Ducks in Connecticut are the tidal wetlands of the Connecticut River and tidal wetlands, bays, and mudflats along the coast. (Merola & Chasko 1989). Black Ducks originating in Canada and northern New England rest and feed here during migration. In the winter, the river usually provides open water habitat at a time which much of the inland freshwater areas are frozen over. The Connecticut River wetlands have been identified as regionally important Black Duck habitat under the North American Waterfowl Management Plan. (Dreyer & Caplis 2003).

The FRA has deferred study of the impact on migrating species to Tier 2. It would appear that such a study would be required to determine if the Proposed Action alters the natural forces of the estuary resulting in changes in the estuary itself and affecting its waterfowl. It would appear that this is an obligation implicit under the Ramsar Convention.

Other Birds of Concern

Rails, including the Virginia Rail, Sora Rail, Clapper Rail, and King Rail, nest in the high marsh of the CRE and, therefore, are subject to sea level rise and storm surge. The King Rail is listed as "Endangered" in Connecticut. The Piping Plover, a federal- and state-listed endangered species, and the Least Tern, which is listed as "Threatened" in Connecticut, are shorebirds that can be found at the mouth of the Estuary on Griswold Point. Songbirds of special concern in the CRE include the Seaside Sparrow and the Saltmarsh Sparrow. *(Appendix 2).*

The small crustaceans and fish in the wetlands provide a foraging habitat for long-legged wading birds such as the Snowy Egret and Great Egret [which is listed in Connecticut as "Threatened."(CT DEEP)]. The two most prominent raptors that rely on the Connecticut River Estuary for feeding and habitat are the Osprey and Bald Eagle. The former is making a steady recovery since being nearly obliterated by the effects of DDT. The Bald Eagle, a species considered "Threatened" in Connecticut, both roosts

and feeds in the Connecticut River Estuary, which has one of the "highest winter concentrations sites" on the East Coast. (Dreyer & Caplis 2001).

The FEIS failed to list the Bald Eagle as a species of concern in Connecticut. In fact there are numerous instances where the FEIS did not reflect the state list of Endangered, Threatened, Special Concern Birds. Tier 2 must coordinate this with the State of Connecticut and develop a common inventory for all species considered Threatened, Endangered, Vulnerable or otherwise of special concern.

Storm Intensity

With climate change, the intensity of hurricanes is expected to increase. (Intergovernmental Panel on Climate Change 2007). As the first line of defense, salt marshes are greatly affected by storms. Coastal storms have short-lived effects in salt marsh communities. Storm surges push salt water up estuarine gradients, raise salinities in brackish and fresh water tidal marshes, and temporarily shift plant distributions. Flood waters can drown salt marsh mammals and ground-nesting birds, causing brief and localized population declines. (Michener et al. 1997).

This section deals with two critical aspects about storms and storm intensity:

- In the ***Circulation Dynamics and Sediment Trapping*** section we discussed the powerful circulation that was critical for the salt marshes to get enough sediment to match the sea level rise by simultaneous accretion and lateral marsh migration. The critical question is: Where does all that sediment come from and what triggers its arrival?
- The second question pertains to the value of wet lands as natural storm barriers.

In the long term, the magnitude of the ecological disturbance caused by storms is less in marshes than in terrestrial habitats. (Michener et al. 1997). For example, salt marshes were the only habitat on Cape Cod with little reported damage from Hurricane Bob in 1991, probably because, unlike other upland salt marsh organisms, marsh species are highly adapted to salt stress and inundation. (Valiela et al. 1998).

The sediment deposits and root substrates in the Connecticut River Estuary act as a giant sponge that assist in protecting the wetlands from the adverse effects of both storms and rising sea levels. While storm-delivered sediments are an essential part of the sediment budgets of many marshes (Conner et al. 1989, Turner et al. 2006), the contribution of storm sediments to total accretion varies greatly, including increases due to sediment deposition and stimulation of root growth and decreases due to erosion and compaction of soils. (Cahoon 2006).

In the aftermath of Hurricane Katrina, the National Wildlife Federation (NWF) has been working to restore wetlands in Louisiana. The NWF explained that:

- The construction of levees along the Mississippi River caused a decade's worth of sediment and nutrients to go straight down the channel and out to the Gulf. If not for these levees, the river would have spread its life-giving load to nourish the marshes and replenish the barrier islands between New Orleans and the Gulf.

- Coastal Louisiana — the delta — has been eroding at the rate of 25 square miles per year as a result of wetland destruction. A more healthy system of wetlands, marshes and islands between New Orleans and the Gulf almost certainly would have slowed down the storm and dampened the surge. Much of nature's shock absorber has been lost in Coastal Louisiana and must be restored. (National Wildlife Federation website, "Hurricanes and Wetlands").

The actual value of wetlands as natural storm barriers was the subject of a recent study led by University of California Santa Cruz (USCC) researchers, who concluded that $625 million in property losses were prevented during Hurricane Sandy by coastal habitats along the Northeast coast. The study concluded that:

- Without wetlands, the damage bill would be much higher for Sandy and other predicted hurricanes. Where wetlands remain the average damage reduction from Sandy was greater than 10 percent. (USCC Newscenter October 16, 2016).

Researchers also found "There were also additional critical findings for coastal policy makers. For example, some townships with few wetlands within their borders benefit greatly from wetland preservation in neighboring townships; the value of wetlands to properties accumulates as you move upstream away from the coast." (University of California Santa Cruz News Center October 16, 2016)

Accordingly, our concern is that the introduction of a massive new infrastructure project in the Connecticut River Estuary could create a man-made imbalance in the natural cycles, depriving the estuary and its wetlands the important sediment deposits needed to protect against climate change, especially in its most at-risk areas of Great Island, Upper Island, and Ragged Rock Creek. In addition, the UCSC study indicates the potential economic value to all river communities of a viable wetlands complex.

Sea Level Rise

Historically, sea level rise has been integral to sediment delivery and geologic development of the salt marsh. As rates of sea level rise have increased, rates of salt marsh accretion have also hastened, sometimes exceeding sea level rise rates over the short term. (Roman et al. 1997). However as sea level rise continues to accelerate, there is concern that the rate of sea level rise will outpace the rate of accretion and salt marshes will drown.

With rising sea levels, the wetlands protect themselves by either rising (accreting) and/or migrating laterally up the shore. This phenomenon, known as "marsh accretion and migration," requires an ample supply of sediment and the absence of barriers such as railroad embankments, stone walls, causeways and parking lots. The landward migration of low-marsh and high-marsh vegetation zones has been attributed to sea level rise in New England salt marshes. Donnelly and Bertness (2001) observed a rapid landward sea level rise expansion of *S. alterniflora* over the past 200 years, coincident with an acceleration in the rate of sea level rise. Warren and Niering (1993) compared vegetation cover data and peat profiles for 1947 and 1987 and found an increase in forbs and stunted *S. alterniflora* and a decrease in *S. patens* and *Juncus gerardii* in the high marsh. Because stunted *S. alterniflora* and salt marsh forbs generally occur in more waterlogged soil conditions, these results are also consistent with sea level rise.

A decline in high marsh will have a profound effect on Saltmarsh Sparrow nesting and survival because Saltmarsh Sparrows prefer high marsh locations which provide more protection for their fledglings (Appendix 2).

Current research in the Connecticut River Estuary indicates that the estuary in its present condition should be able to provide enough sediment to enable the salt marsh to keep up or exceed the foreseeable sea level rise. This accretion is facilitated by the very high rates of suspended sediment concentrations that are on an order-of-magnitude higher than theoretically required to keep pace with sea level rise. (Kirwan et al. 2016). **However, disturbance of the powerful circulation of the CRE would shorten the protection afforded the lower Connecticut River wetlands and their fish, mammal and bird life, as well as cause the obliteration of historic natural areas. A cut and fill tunnel would create such a disturbance for several years.**

In the Connecticut River Estuary, the railroad embankments and automobile causeways have: (a) significantly reduced the tidal flows into many wetlands; (b) reduced the sheer flow across the marshes; (c) created additional siltation problems; and (d) significantly reduced tidal flushing.

- In Old Lyme, the railroad embankment, short bridges and constricted highway causeways across the Lieutenant, Duck and Black Hall Rivers have introduced two to four tidal flow barriers per river.

- In Old Saybrook, the now defunct Connecticut Valley Railroad track was extended to Saybrook Point and Fenwick. Causeways and low railroad bridges were built across the mouth of North Cove and South Cove. When the railroad was dismantled the embankment remained, and today North Cove remains essentially a mud flat at low tide. At South Cove, the causeway was upgraded in the 1990's by widening the opening, but it is still small with limited passage.

(Old Saybrook Harbor Management Plan 2003, Connecticut River Gateway Commission 2016).

Sea Level Rise Challenge

The Connecticut Department of Energy and Environmental Protection (CT DEEP) has prepared the Sea Level Affecting Marsh Migration (SLAMM) model with sea level rise projections for 2050 and 2100. These projections are available for the Connecticut River Estuary (Old Saybrook and Old Lyme). There are three cases *(note b):*

- 2010 Initial Conditions: Irregularly-flooded Marshes
- 2100 Situation: (1.00 meter sea level rise): Regularly flooded Marshes
- 2100 Situation: (1.74 meter sea level rise): Estuarine Open Water (Great and Upper Island and Ragged Rock Creek Refuge Areas essentially vanish)

Note (b) To access the projection maps: Google Long Island Sound Study and (i) Click on Research and Monitoring, (ii) Click on Sea Level Affecting Marsh Migration (SLAMM, (iii) Scroll down to "Where can I Find the Long Island Sound Results," and (iv) Click on 2100 button

Please note that the NOAA forecast for large infrastructure projects in 2050 is 0.75 meter sea level rise and in 2100 is 2.00 meter sea level rise (NOAA Global Sea-Level Rise Scenarios 2012).

To prevent these important marshes from being flooded out, they must be allowed to accrete and migrate laterally, under the action of the Estuary's existing hydrology and sediment transport mechanisms and without barriers to lateral migration: To avoid the marshes being washed out or drowned:

- ***There must be no bridge structures or obstruction of the river bed in the neck at Watrous Point in Old Saybrook and the neck below Brockway Island at the Essex Great Meadows Preserve in Essex; and***

- ***Railroad embankments or obstructions must be sufficiently opened up along the northern perimeter of Ragged Rock Creek Wildlife Area in Old Saybrook and along the northeast and eastern perimeter of the Upper Island, Great Island Complex and Tributary Rivers in Old Lyme up to the Duck River crossing.***

Carbon and Pollution in the Estuary

As one considers the adverse effects of climate change, it is important to note the important role of salt marshes in the sequestration of carbon dioxide, known to be a greenhouse gas (GHG) that affects climate change. Exceeding even tropical rain forests in their capacity to act as a carbon sink, salt marshes (such as those of the Connecticut River Estuary) convert carbon in the atmosphere into organic compounds through

photosynthesis. This productive cycle creates a supportive environment for plant, fish, fowl and mammals.

As important as the wetlands of the Connecticut River Estuary are, they remain susceptible to many forces of nature, including storm surge and rising sea levels associated with climate change. Additionally, they have been subject to human impacts associated with population growth, development, industrialization and transportation needs.

Salt marshes of the Connecticut River Estuary are depositional environments for suspended particulate matter and associated metals and nutrients. Leenderse et al. (1996) found that sediments and vegetation in experimental salt marshes absorbed and transformed 30-65 percent of deposited metals and concluded that salt marshes are sinks for metal contamination.

Though salt marsh plants have proved resistant to metal pollution, there is concern that re-suspended metals pollute marine systems and that plant translocation of sediment-bound metals introduce contaminants into estuarine food webs. For example, Giblin et al. (1980) found that metals in *S. alternifora* detritus were taken up by fiddler crabs, and metals are often found concentrated.

Floodplain lakes and coves on the Connecticut River exhibit extremely high deposition rates when compared to neighboring floodplain environments. Once a tie-channel is established (either naturally or by human intervention), the associated floodplain pond or cove quickly infills with sediment. Woodruff studied four off-river sites in the Connecticut River, including Hamburg Cove in Lyme and Chapman Cove in East Haddam. (Woodruff, J. 2012). Moreover, Ralston observed that the Connecticut River Estuary's fine-grained sediment is associated with legacy mercury contamination from the industrial past up river (Ralston Projects, WHOI web site 2017).

When contaminants were being introduced to the river at unprecedented levels, a network of tidal off-river waterbodies was initiated at the most favorable time for trapping and storage of legacy contaminants. These floodplain waterbodies function as unique and essential habitats for flora and fauna, provide sheltered harbors and recreational areas, and serve as an important sink for nutrients, organic carbon and associated contaminates. (Woodruff et al. 2012).

The concern in this instance is the possibility of a major infrastructure project unsettling these buried contaminants and effecting a snow-globe-like-phenomenon where the settled pollutants would be loosened, redistributed, and re-circulated throughout the estuary. An additional concern is the actual disposal of the soil removed from the river bed in the event that contaminants are found.

Vulnerability of Salt Marshes to Human Impacts

Many features of salt marshes have made them attractive to human populations. Salt marshes are among the most common and extensive intertidal habitats along many temperate coastlines (Chapman 1977) and have a low topography, often spanning only a few meters in elevation over thousands of square meters of area. Across this simple topography, rocks are rare, making salt marshes targets to conversion to arable land, coastal development, harbors and railroads. Easy access by land and water has facilitated the exploitation of natural resources in these key coastal communities. (Gedan et al. 2009).

Human manipulation of water resources and passages to establish permanent water supplies and navigable waterways has often had severe consequences, such as altering sediment supplies and dramatically affecting plant distributions and biochemistry. For example, dikes, dams, and other engineered structures that restrict the flow of water to the marsh impede marsh migration, deny the salt marsh sediment, and ultimately lead to salt marsh subsidence. (Portnoy & Giblin 1997). Embanked railroad tracks line the northern and eastern edges of the Connecticut River Estuary.

Surveys of the wetlands

The U.S. Fish & Wildlife 1965 Survey of Connecticut Wetlands showed that vital salt marshes had been disappearing and continue to disappear at an alarming rate (50% reduction from 1914 to 1965), and that New London County had been spared much of this destruction (only 3%). (Niering & Bowers 1966).

The Long Island Sound Survey was completed in the 1970s and updated in 1994. It concluded that from the 1880's to the 1970's the four Connecticut coastal counties had experienced a 30% decline in marsh land, from 20,869 acres to 14,600 acres. The distinct geographic trend continued with wetland losses diminishing from west to east: Fairfield County, 57.4% to New London County, 2.4%. Table One summarizes the importance of the Connecticut River Estuary Wetlands (Long Island Sound Study 2003).

Table One: Connecticut River Estuary Share of Middlesex & New London County Wetlands Acreage

Counties	*Middlesex*	*New London*	*Total*	*Coastal Counties*
1880s	*4,023*	*3,763*	*7,785*	*20,862*
1990s	*3,102*	*3,671*	*6,773*	*14,618*
CRE (note (c))	*408*	*1,229*	*1,637*	
Percentage	*13%*	*34%*	*24%*	

Note (c) These are the wetlands and tributaries that are between the railroad bridge and the mouth of the Connecticut River

Conclusion

The FRA specifically excluded tunnels in the analysis of wetlands (both freshwater and saltwater. The FEIS states:

- The FRA recognizes that construction of tunnels can result in effects on hydrology/water resources. However, site specific construction methods and associated impacts have not been evaluated for this Tier 1 EIS.

- Confirmation of construction types, identification of site-specific impacts, and development of appropriate mitigation to minimize impacts will be conducted during Tier 2 project studies based on site conditions and construction methods used. (Chapter 7, P 7-vi Affected Environment, Environmental Consequences and Mitigation Strategies, Introduction).

This statement provides cold comfort in light of recent FRA actions. The deferral of preliminary site studies and engineering until after the route is settled is irresponsible in light of the potential impact and risk to the survival of the Connecticut River Estuary wetlands and the adverse consequences to the communities along the proposed bypass.

Beyond this concern, the fact that the Tier 2 EIS for the Connecticut River Replacement Bridge was concluded without addressing the impact of the proposed replacement bridge and the embankment on the circulation and sediment transfer of the estuary and the ability of the marshes to naturally defend (by migration) against sea level rise and storm surge serves to heighten our concern that proper studies of these issues will not be

conducted in Tier 2 here. Furthermore the disposal of any contaminated soil removed from the river bed must be addressed in advance of construction.

Over the years there has developed a substantial body of scientific research that delineates the important and substantial role of marshes in the delivery of environmental services. In the Connecticut River Estuary, studies have shown that there is a direct and complex relationship between the tidal and river velocities and the estuary's ability to obtain and maintain sufficient sediment levels to produce the plant life necessary for the production of food for all levels of the food chain, as well as to protect its wetlands, habitats and surrounding areas from the most severe impacts of storm surge and rising sea levels. This dynamic relationship between the waters of the river and the transport of nutrient rich sediment is not only essential to the protection of the Estuary but also to its role as a provider of fresh water and nutrients for Long Island Sound and as a breeding ground and incubator for multiple species, including those that are recognized as threatened and endangered.

The type of tunnel and method of construction are central to any environmental analysis of the impact of development on an ecosystem that is both dynamic and vulnerable to human engineering. A study should have been conducted prior to issuance of the FEIS and **must** be undertaken prior to completion of a Record of Decision (ROD). Such a study should determine the impact of a new and substantial infrastructure development, including during construction, on the circulation flow of the estuary and the ability of its wetlands:

1) to be a food source, breeding ground, and incubator for both the Estuary's habitats and Long Island Sound;
2) to act as an essential barrier from storm surge and rising sea levels; and
3) to safeguard both native and migratory species of special concern.

Species Appendices

1. *Appendix 1* ***Shortnose and Atlantic Sturgeon***

2. *Appendix 2* ***Saltmarsh Sparrow***

3. *Appendix 3* ***Murmuration of the Tree Swallows***

APPENDIX 1

Shortnose and Atlantic Sturgeon

Sturgeon of the Connecticut River and its Estuary

The Sturgeon, once a staple of the diet of the native Americans who dwelled along the banks of the Connecticut River and its Estuary, was thought to be have become extinct in these waters about 100 years ago. With the discovery of immature species and the aid of new technologies, it is believed that the Shortnose Sturgeon and its cousin, the Atlantic Sturgeon, may indeed be reemerging in these waters. Significantly, their fragile adaptation and resurgence may be uniquely dependent on the nutrient rich and abundant buffet offered in the Estuary's wetlands.

Shortnose Sturgeon

Endangered, Threatened, and Special Concern Species

The Shortnose Sturgeon (*Acipenserbrevirostrum)*, typically an anadromous species (Note (a)) which migrates from saline estuaries (and occasionally, the Atlantic Ocean) into fresh water to spawn, is listed both by the federal government and the State of Connecticut as an "Endangered" species. In 2016 the Connecticut River Estuary was described as a "Critical Habitat" by the National Marine Fisheries Service.

Within the river, Short nose Sturgeon can be found in discrete "concentration" areas located upstream above the Holyoke Dam (RM90-119), Agawam (RM 71-74) and notably, in the lower Connecticut River (RM 0-68) (Kynard et al. 2012). These concentration areas serve as habitat for summer feeding, spawning, and overwintering, depending on season and life stage (Buckley and Kynard 1965). Also, the high number of sediment depositional areas in the tidal zone of the Connecticut River make the river bottom an important ecological feature of the river flora and fauna (including sturgeon (Savoy, T., comments).

Spawning well upstream between late April and late May, the early life stages of the Sturgeon (eggs, larvae, juveniles age 0-1) are well upstream of the salt marsh and the estuary (NMFS 2012, Kynard et.al. 2016). Older juveniles are also more likely to remain well upstream of the salt front, especially in spring and summer months.

Beginning in 2006 the Connecticut Department of Energy and Environment (DEEP) deployed acoustic receivers through Connecticut waters that were known or suspected to be habitats used by sturgeon, adding to the array of numerous other acoustic tracking devices along the east coast of the United States, including Long Island Sound.

Analysis of the telemetry data for Shortnose Sturgeon confirmed their annual movement down the Connecticut River to its mouth in the spring and summer and residence in the estuary for 30 to 90 days to feed and then return upriver. The data also indicated that some sturgeon returned back to the estuary in the Fall months and movement of Shortnose Sturgeon out of the Connecticut River into Long Island Sound. (Savoy T., 2014).

One of the key findings of research by the Connecticut DEEP staff between 1988 to 1994 is the springtime use of the estuary region (Savoy and Shake 1993; Savoy 1999). These studies indicate rapid and direct movement of post-spawning fish to this area, aided by the strong spring freshet which pushes the salt out of the river as well as the importance of the estuary as a foraging area where the availability of food is unlimited.

Savoy and Benway (2004) concluded that the Estuary is a critical feeding area for the Shortnose Sturgeon (2004) because (a) invertebrates (Grammarid amphipods, chironomids, and ploychaetes) are in high abundance; and prey utilization was 10-fold greater than up river and estuarine organisms larger and heavier;

Upriver diversity was higher but the net weight and volume of food sources much lower. In the estuary, Sturgeon consumed almost six times the total weight and eight times the total volume of food in the Estuary as upriver. The Estuary is a productive benthic community, providing sturgeon with larger quantities of food compared with upriver.

The importance of the Connecticut River Estuary as a food source is further reinforced by the fact that Shortnose Sturgeon from other east coast states visit the Connecticut River waters, especially the estuary, drawn here by the high nutrient value of its food stock. The fact that some of these return repeatedly and from long distances strongly suggests these feeding grounds are very important.

Savoy and Benway concluded that unrestricted access to the estuary is important to maintaining the high condition factors seen in the population of Shortnose Sturgeon of the Connecticut River below the Holyoke dam. This is particularly important in the persistence of the stock, despite the low numbers of adult spawners. Finally feeding throughout the winter months may be a significant factor in maintaining the high growth rates seen among juvenile sturgeon (Savoy and Benway 2004).

With the sturgeon populations stressed, a high impact alteration to their essential foraging habitat should not be considered or permitted. Dredging of these shallow areas filling in the deep areas to make a uniform depth should be avoided as the sturgeon like the variation in depth.

Note (a) The anadromous nature of the Shortnose Sturgeon is optional. It is not mandatory for a young fish to go to sea to complete its life cycle (unlike the Atlantic Sturgeon).

Atlantic Sturgeon

Endangered, Threatened, and Special Concern Species

The Atlantic Sturgeon (*Acipenseoxyrinchus)* is listed federally and by the State of Connecticut as an "Endangered" species. The FRA FEIS specifically excludes its listing as such except in the attachments in Appendix II.

The Atlantic Sturgeon, typically an anadromous species, has a uniquely ancient and primitive life history and physical characteristics. It can grow considerably larger than the Shortnose Sturgeon and is a long-lived fish. In relatively unperturbed rivers, the Atlantic Sturgeon tends to be more oceanic and does not typically migrate as far upstream to spawn. In highly energetic rivers this behavior is modified with spawning grounds 120 miles up the river and significant time spent in the estuary.

New technology has revolutionized our understanding of the Atlantic Sturgeon movements and pedigree. This discussion begins with very recent impacts and understandings.

Keeping Track of Connecticut's Endangered Species:
As referred to above acoustic receivers were deployed in known or suspected to be important habitats used by sturgeon throughout Connecticut waters in 2006. Movements of Atlantic Sturgeon confirmed a seasonal presence in Connecticut waters with Fall/Winter migration to warmer waters off the southern United States. New data documented an extension of the seasonal presence of Atlantic Sturgeon from the formerly described period of "May through October" to some fish arriving as early as March and staying until December (Savoy, T., 2014). Some individuals returned for three consecutive years.

Atlantic Sturgeon have been documented moving up the Connecticut River well beyond the salt wedge to Hartford and further beyond, in some cases telemetry efforts have documented the first known year-round presence of Atlantic Sturgeon in Connecticut waters. Two tagged Atlantic sturgeons overwintered in the state, one in the estuary region and another at a known Shortnose Sturgeon concentration are upriver. (Savoy, T., 2014). The fact that these return repeatedly suggests important feeding areas.

Atlantic Sturgeon develop a fidelity to their natal river. Once young sturgeon leave their natal river at ages two through 6, they remain in coastal waters until they are sexually mature (ages 12-20). When sexually mature, the sturgeon then return to their birth river and swim upstream to spawn (Savoy, T., 2015).

Atlantic Sturgeon of the Connecticut River?
It was long thought that the Atlantic Sturgeon in Connecticut waters disappeared 100 years ago, victim to overfishing, dam construction, and water pollution.

Using both genomic testing and telemetry tracking several assumptions are being modified:

- Genetic material from some of the sturgeon demonstrated the presence of Atlantic Sturgeon from other states (MY, MD, DE, VA, and GA), in Connecticut waters. However, other evidence gathered more recently had led to speculation that a few native Connecticut River Atlantic Sturgeon remained.

- One immature six-inch sturgeon was collected in October 2010. Genetic testing confirmed it to be an Atlantic Sturgeon. The discovery of a deceased six-foot Atlantic Sturgeon on a beach in Lyme in April 2014 generated a lot of excitement. An age 0-1 year old fish needed to be found to know that successful spawning occurred.

- In 2102 and 2016, fingerlings (about 6"to 8" long) were identified in the Connecticut River. Based on genetic testing, scientists believe they found at least one spawning event in the Connecticut River. Because Atlantic Sturgeon spawn where they are born, this is significant.

- In May and June of 2014, a total of eight small Atlantic Sturgeon were collected in the lower Connecticut River. All of the young sturgeon were tagged with PIT Tags and a piece of fin clipped for future genetic analysis.

- In late September 2014, 21 of 32 sturgeon collected were small Atlantic Sturgeon. Over the next five weeks, 31 additional fish were collected for a total of 62 immature Atlantic Sturgeon.

The Tier 1 FEIS omits both the Atlantic Sturgeon and the Shortnose Sturgeon as threatened and endangered species in Connecticut River waters, even though it was notified in July of 2016 of the intent of the National Marine Fisheries Service of NOAA to declare the Connecticut River as a "critical habitat" for the Atlantic Sturgeon. This is an error of omission.

We refer to Chapter 7.0 Ecologic Resources, Table 7.6-2 Affected Environment: list of Threatened and Endangered Species. In this table, the FRA (a) failed to include Connecticut (specifically the Lower Connecticut River) as a state where the Shortnose Sturgeon occurs and (b) failed to list the Atlantic Sturgeon (*Acipenser oxyrinchus*) as an endangered species. This same error occurred in the Environmental Assessment for the Connecticut River Replacement Bridge despite the fact that both fish are considered threatened and endangered species.

Page 7.6-6 of the FEIS states, "Updated federal data bases and new analysis resulted in removing a number of species listed in the Action Alternative. This included Atlantic Sturgeon (*Acipenser oxyrinvhus)*" "Furthermore, species distribution was reduced for the Shortnose sturgeon (*Acipenser brevirostrum).*" There is no written record of communication of this matter from the National Marine Fisheries Service (NMFS).

In fact the opposite is correct. FRA received a letter from Kimberly Damon-Randall, Assistant Regional Administrator for Protected Resources, National Marine Fisheries Service, NOAA, re-

garding the Proposed Listing of Critical Habitat for Atlantic Sturgeon (including the Connecticut River) (pages 2-4). This letter is included in the Tier 1 EIS Volume 1, Appendix II, pdf pages 5-8.

Table 7.6-4 Affected Environment Federally Managed Species' Essential Fish Habitats has no mention of the proposed rule to list the Connecticut River from its mouth to the Holyoke, Massachusetts Dam as a "Critical Habitat" for the Atlantic Sturgeon.

Furthermore, while Appendix EE.06 Ecology Data (page 14) lists both Shortnose and Atlantic Sturgeon as Endangered Species, there is no mention of the Connecticut River as a proposed "Critical Habitat" for the Atlantic Sturgeon.

The lack of consistency and FRA's failure to coordinate properly with the NMFS regarding the status of both sturgeon species creates unnecessary confusion and, left unattended, sets a different standard for evaluation of the Connecticut River Estuary wetlands. (*please reference the Noise and Vibration Section of this document*).

The habitats of the CRE are especially important as a feeding ground for these fish and serve as a gateway to their upstream spawning grounds. Once considered extinct in the Connecticut River, the discovery of juveniles, has clearly set the stage for declaring the river and the CRE a "critical habitat." It is indeed troubling that the FRA chose to ignore the finding of the National Marine Fisheries Service even though they had ample time to adjust the FEIS.

We particularly draw attention to the that the NMFS letter to the FRA described as among the "physical and biological features" necessary for the conservation of the species, "Water of appropriate depth and absent physical barriers to passage (e.g., locks, dams, reservoirs, gear, etc.) between the river mouth and spawning sites necessary to support unimpeded movement of adults to and from spawning sites, ..." and that "Water depth in the main river channels must be deep enough ... to ensure continuous flow in the main channel at all times which any sturgeon life stage would be in the river"

Comment

Because their studies were based on data up to 2012, the FRA failed to adequately consider the environmental impact to these endangered species of fish, particularly after the identification of Atlantic Sturgeon as fingerlings in the Connecticut River in 2012 and 2016. Furthermore, they did not evaluate the impact of dredging for construction purposes or how alteration of the river estuary bottom would affect the circulation flow of the River in order to support the life cycle needs of the Atlantic Sturgeon. It is apparent from the NMFS letter that obstructions to the river could present obstacles. It should also be noted that the Environmental Assessment for the Connecticut River Replacement Bridge is deficient in this regard.

APPENDIX 2

Saltmarsh Sparrow

The Saltmarsh Sparrow is a tidal-marsh specialist and, as such is unique among passerines in North America. It chiefly breeds in dense, salt meadows in upper intertidal marshes. The occurrence of Saltmarsh Sparrows in small populations occupying fragmented marsh patches in limited coastal range, combined with historic losses of coastal marsh, led to its classification as a species of high conservation value. More recent surveys have now classified it as "Vulnerable".
In the Connnecticut River Estuary, the Saltmarsh Sparrow can be found nesting on Great Island in Old Lyme. Between the 1990's and earl 2010 the global population declined by around 9 percent per year, reducing the population by approximately 75 percent . Current estimates and projections accounting for sea-level rise suggest that without management intervention, extinction by mid-century is likely, thus creeping dangerously close to extinction (Fufaro 2016).

The Saltmarsh Sparrow
Creeping Dangerously Close to Extinction

The Saltmarsh Sparrow prefers to nest and breed in the dense, supra tidal *Sartina patens-Juncus* salt meadows of upper intertidal marshes. Its narrow linear breeding range lies along the north-central Atlantic coast of the United States in local, discontinuous populations. In the breeding season, adults forage in moderately open grass-like stands, clamber into the vegetation column of denser stands, and forage along ditches or tidal channels, and edges of marsh pools (Greenlaw 1994).

One of the most notable, perhaps even unique, characteristics of this species is its breeding system. It occupies larger home ranges without space defense (from predators), and exhibits female-only parental care and promiscuous mating (Greenlaw 1994).

While restrictions to natural tidal flow created by roads and other infrastructure seem to play a major role (in nest failure) perhaps because the restrictions limit the flow of sediment necessary to counter balance the effects of sea-level rise into the marsh, tidal flooding during high Spring tides is the chief source of failure (Elphick 2016).

The species has molded adaptions to mitigate flooding risk, including nest placement, nest-repair and egg retrieval behaviors as well as rapid post-flood re-nesting. Flooding of vulnerable nests early in the breeding season has also led to the synchronization of subsequent nests to a tidal cycle subject to a monthly pattern of a single highest (spring) tide. Many marshes in the species' range in New England are subject to greater risks of flooding, and of depredation, so

nest success varies significantly depending on local circumstances and even landscape factors (Greenlaw 1994).

One of the attractions of Great Island in the Connecticut River Estuary is that the island habitat discourages many predators who are either unwilling or unable to swim and prey upon these small birds.

Latest Scientific Update. A multi-coast team investigation, demonstrated that the combined effects of sea level rise and cyclical astronomical process could create a threshold beyond which Saltmarsh Sparrow reproduction is impossible. Evidence for this threshold includes a steep drop in the presence of suitable breeding windows, non-linear shifts in fecundity, and a narrow range of estimated extinction dates. The order of tide heights had a large influence on estimated extinction dates (Field et al. 2016).

The narrowness of this threshold in breeding windows creates a serious conservation challenge as major population changes could occur within the span of a decade or less. One potential strategy for dealing with extinction is strategically preventing tidal flooding during the peak of predicted high-tides to prevent breeding windows from being interrupted. This could be implemented by manipulating tidal restrictions that are already in place or constructing new structures to lessen marsh flooding during peak tides. Care would have to be taken to limit tidal restriction only to the very highest tides during the breeding season to avoid negative consequences of restricting tidal flow (Correll et al. 2016).

The Saltmarsh Sparrow has four criteria for their preferred nesting: a. high-marsh sites,
b. higher than average locations, where c. the vegetation is taller and denser and where there is a deep layer of thatch, and d. the habitat is dominated by *S. patent.*

Reducing the Extinction Risk .Two factors that could reduce the risk of extinction but that were not incorporated into the simulations are (a) adaptation and/or (b) tidal marsh transgression into the upland.

(a) The team lacked data on the potential for adaptation, which could take the form of selection for increased nest height or choice of higher election marsh plants as nesting substrate. However, current evidence suggests that there is little existing variation these nesting traits which would limit the potential for evolutionary change offer the short time spans needed to prevent extinction.

(b) The potential for a (marine) marsh transgression in Long Island Sound typically appears to be low over the decadal timescales relevant to Saltmarsh Sparrows due to the steep slope at the marsh-to-upland boundary and competition from resilient coastal forest and human infrastructure. Some salt marshes border shallow sloping land.

An Opportunity for Adaptation and Cooperation. Southern New England has a long history of tidal marsh restoration, often focused on removal of the invasive plant, *Phragmites australis*, and restoring native plants. Many of these projects have successfully reintroduced native species (e.g., *S alterniflora*) in low elevation marshes (Gjerdrum et al., 2005).

In the Connecticut River Estuary, modifications to the existing 10,000 foot railroad embankments may provide suitable space for the Ragged Rock Creek Wildlife Area marsh and the Upper and Great Island marshes to migrate beyond the existing railroad embankment.

For example, in Old Lyme the 50+ acres along the Lieutenant River between the railroad embankment and route 156 could provide migration space by reintroducing the salt marsh that originally occupied this area. This requires modifying the railroad embankment with culverts of sufficient width to allow more tidal inflow and tidal flushing.

Fortunately, the current plans for the new Connecticut River Railroad Bridge Replacement may require new embankment of approximately half the length (5,000 feet) of the existing embankment. Such action would expand the high marsh and low marsh areas. Doing so would also benefit the other tidal marsh birds of high conservation concern (Clapper Rails, Willets, Nelson's Sparrows, and Seaside Sparrows), as well as many other birds and mammals.

This Connecticut River bridge replacement project offers the FRA an opportunity to work with members of the scientific community, conservation groups, local government and public institutions such as the Connecticut River Gateway Commission to determine the most effective way to address important conservation issues, address concerns regarding the tidal flow of the CRE, and perhaps save the Saltmarsh Sparrow from extinction in the process.

APPENDIX 3
Murmuration of the Tree Swallows

Swallow Tales
Diana Atwood Johnson

The Tree Swallows come north in late April to nest and raise their young. By early August the birds are already feeling the pull of their migratory instinct.

By late Summer, more and more swallows come to roost each night amongst the phragmites and cattails of the marshy islands of the lower Connecticut River. During the day they feed mostly on insects, swooping and swaying over nearby wetlands and marshes.

By late September, the hundreds of birds become thousands and thousands become hundreds of thousands. The Tree Swallows have come from miles away to rest in the salt marsh and bond with each other in preparation for their mass migration ...At the same time each night to the minute, the swallows drop as one into the marshes just after sunset to roost amongst the phragmites stands.

Tree Swallows

"In all my long lifetime of birding I have never witnessed a spectacle more dramatic than the twisting tornadoes of swallows I saw plunging from the sky after sundown this past October"
Roger Tory Peterson, Bird Watcher's Digest, 1995

Roger Tory Peterson, author, painter, conservationist, and teacher lived and worked in Old Lyme and traveled extensively creating his well-known Peterson *Field Guides* and introducing generations to the world of birding. For him, who was exposed to remarkable birds and spectacles worldwide, to have commented on the swallows and their annual display over Goose Island in Old Lyme, is noteworthy.

Murmuration of the Swallows. Murmuration is a natural phenomenon in which a flock of birds move with near synchronization, like a shape shifting cloud. In late summer and into the early fall the Tree Swallows begin arriving in the Connecticut River Estuary to feed and prepare for their migration to warmer climates for the winter. At dusk in the fall sky they begin to arrive from their day's feeding. First there are a few, and then hundreds, and as Diana Atwood Johnson notes, "the hundreds turn to hundreds of thousands." The sky begins to darken with clouds of birds undulating in unpredictable formations. The dance continues until, at the same moment and in the blink of an eye, they descend as one, sometimes in the form of a vortex, into the marsh grasses of Goose Island in Old Lyme for their evening roost.

This annual ritual is witnessed by thousands each year and leaves one to wonder at their ability to communicate this coordinated action. (Heimbuch, J. 2014).

According to an academic paper (Parisi, G. 2010), "The change in the behavioral state of one animal affects and is affected by that of all animals in the group, no matter how large the group is. Scale-free correlations provide each animal with an effective perception range much larger than the direct inter-individual interaction range, thus enhancing global response to perturbations. "

Measuring how a change in direction by one bird affects those around it, the team discovered that one bird's movements affects its seven closest neighbors (Young, G. 2013). Thus, they are able to descend *en masse* appearing to move as one in what seems an instant.

Implications. David W. Winkler, retired professor of ornithology at Cornell University, says that there are Tree Swallow roosts scattered throughout the country, typically 60 to 100 miles apart, a distance easily flown in a day by a swallow (Grant, S. 2011). This local display however is one that is unique to the CRE and this area.

Goose Island presents a rare predator-free roosting site for hundreds of thousands of tree swallows. The tree swallow murmuration at Goose Island is a nationally recognized natural history phenomenon and it is intensely site specific. The island's dense monoculture of Phragmites reed plants means that there is little accumulation of soil. Thus, there is inadequate terra firma or suitable habitat for the disturbing influences of raccoons, deer, rats, dogs and people. The island's location in the CRE offers proximity to a high-density population of crepuscular (dawn and dusk) estuarine, insect prey, which presents ideal foraging opportunity for this extraordinary quantity of swallows.

Goose Island is located at the confluence of New England's largest watershed tributary waters and Long Island Sound. On the vulnerable and long distance, migratory journey of tree swallows on the Atlantic Flyway, it is metabolically "worth it", and biologically advantageous, for this species to come together to roost on Goose Island as a uniquely safe and nutritious overnight stopover site. This extraordinary avian pull to Goose Island happens night after night for 2-3 weeks each year. "Safety in numbers" rules the day and night for this remarkable assembly, literally clouds of birds of one species, in one place, at one time.

Thousands of tourists, conservation organizations, and outdoor adventure groups are tuned in to this annual fall tree swallow migration and roosting phenomenon at Goose Island. Viewing is easily accessed by boat in the Connecticut River Estuary in the impact zone of the FRA's proposed bridge or tunnel.

While the Tree Swallows are not threatened or endangered, their annual display over the wetlands of the Connecticut River Estuary may be. As noted throughout this section, the CRE and its wetlands remain fragile in face of ever changing natural and man-made disturbances. The

estuary and its wetlands provide food, shelter and breeding grounds for innumerable species, the tree swallows included.

These birds are very fickle, responding to any change in noise or disturbance. Given this factor and the fact that the Goose Island roost has become an important stopover for the swallows, further study of the impact of the proposed alternative on this species is required before the Record of Decision (ROD).

GEOLOGIC RESOURCES: SOLE SOURCE AQUIFERS

Within the FRA's identified route, the majority of the wells serve individual properties. The water is considered excellent and generally meets the high established standards *(CT DEEP 2011 Connecticut Water Quality Standards)*. Old Lyme in this area relies on sole source aquifers. Old Lyme intends to apply for EPA designation of its Sole Source Aquifers.

Old Lyme Situation

Old Lyme is a rural town in southeastern Connecticut. It is on the eastern shore of the Connecticut River where it meets Long Island Sound. Old Lyme has a total area of 28.8 square miles and land area of 23.1 square miles. With 7,603 people (2010 data), it has a population density of 315 people per square mile. 2006 data from the University of Connecticut Center for Land Use, Education and Research (CLEAR) estimates that 17.6% of the town is developed and 56.2% is forested (*source: Old Lyme, Connecticut Source Water Protection Plan*). Several beachfront communities on Long Island Sound are densely developed and nearly double the town's population during the summer months.

The town has large areas of fresh and saltwater marshes, several small ponds and one large lake, Rogers Lake, in the northeastern part of the town. The Lieutenant River system drains Rogers Lake to near the mouth of the Connecticut River. A second river, Black Hall River, begins at Black Hall Pond, just southeast of Rogers Lake, and drains into the Connecticut River/Long Island Sound. Mile Creek, Swan Creek, Armstrong Brook, Three Mile River and Four Mile River drain to Long Island Sound (*Old Lyme Connecticut Source Water Protection Plan*).

Sole Source Aquifers

There are three key sole source aquifers in Old Lyme that the proposed swath of the Old Saybrook, CT to Kenyon, RI bypass will intersect *(Attachment 1)*. These have not yet been designated by the EPA. Old Lyme intends to apply for EPA designation.

- Area from the intersection of Lyme Street and McCurdy Road to the intersection with US Route One and north to Rogers Lake. The width goes from Lieutenant River to Duck River in the village and is narrower as you proceed north. There is also a spur along Sill Lane. Primarily Outwash Sediments (*blue shaded*) in the southern area and Ice-Contact Stratified Drift *(pink shaded*) in the northern section.
- Area from Black Hall Pond, proceeding in a southerly direction along the course of the Black Hall River to its mouth at Connecticut River/Long Island Sound. Primarily Ice-Contact Stratified Drift (*pink shaded).*
- Area along Four Mile River beginning at Long Island Sound, proceeding north to the intersection of I 95, then it proceeds due north into East Lyme. South of I 95 it

is Outwash Sediment *(blue shaded)* while north of I 95 it is essentially Till (*green shaded*). The Four Mile River is the boundary between Old Lyme and East Lyme between I 95 and Long Island Sound.

These three drainage basins form the major aquifers in the Town of Old Lyme.
Because the explanations on the map *(Attachment 1)* are difficult to read, the four key types of deposits are summarized below:

- Outwash Sediments *(Blue)* Outwash sediments and gravel mainly with cut and fill stratification grading up-valley into ice contact stratified drift.
- Ice-Contact Stratified Drift *(Pink)* Sand, gravel, silt and clay, in many places poorly sorted, with abrupt changes in grain size, and deformed. Deposited in streams and local ephemeral lakes in close relation to melting ice. Many bodies grade into outwash sediment.
- Till *(Green)* Compact non-sorted sediment deposited by glacier ice. Includes small bodies of stratified sediment.
- End Moraine *(Very Dark)* Ridges and mounds of till and stratified drift alongside NE-SW. Concentration of boulder loosely conspicuous.

The potential thickness (i.e., depth) of the deposits containing the surficial aquifer is shown in *Attachment 2*. *Attachment 3* shows the drainage basins for each of the surficial aquifers. The potential thicknesses are color-coded in the legend: (a) Coarse-Grained Deposits, 50 to 100 foot depth, (b) Coarse-Grained Deposits, 0 to 50 foot depth, and (c) Other Stratified Drift Deposits, Variable Thickness.

U.S. Environmental Protection Agency Sole Source Aquifer (SSA) Program
New London County has many sole source aquifers that provide 50% or more of the drinking water for many residents in these essentially rural communities, including Old Lyme, Connecticut. Old Lyme intends to apply for the U.S. Environmental Protection Agency's ***Sole Source Aquifer*** designation.

The U.S. Environmental Protection Agency provides the following guidance *(Sole Source Aquifer Designation Petitioner Guidance, US EPA, November, 1989):*

What is a Sole Source Aquifer?
A Sole Source Aquifer (SSA) is an aquifer designated by EPA as the "sole or principal source " of drinking water for a given service area; that is, an aquifer which is needed to supply 50% or more of the drinking water for that area and for which there are no reasonably available alternative sources should the aquifer become contaminated. EPA guidelines also stipulate that these areas can have no alternative drinking water source(s) which could physically, legally, and economically supply all those who depend upon the aquifer for drinking water. For convenience, all designated sole or principal source aquifers are usually referred to simply as "sole source aquifers."

What are the benefits of having EPA designate an aquifer as a Sole Source Aquifer?

- Proposed Federal financially-assisted projects which have the potential to contaminate the SSA area will be subject to EPA review. This review could either prevent a commitment of Federal funding or cause a redesign of the project. Designation has no effect on proposed projects which do not receive Federal financial assistance such as projects funded by State, local or private concerns.
- SSA designation is a prerequisite for a State or municipality to qualify for consideration for funding under a separate EPA program, the SSA Demonstration Program.

FEIS Sub Chapter 7.7 Geologic Resources

The FEIS clearly anticipated the necessity to deal with sole source aquifers in New London County:

- *Section 7.7.2 Resource Overview* states: "Within the Affected Environment, the following geologic resources and hazards occur, "Sole source aquifers in Connecticut."
- *Section 7.7.3 Affected Environment* states: "Notable resources within the Affected Environments include sole source aquifers," and "Sole source aquifers supply drinking water to many areas within the Affected Environment and occur in the following locations within the Preferred Alternative: New London County, CT."
- *Section 7.7.4 Environmental Consequences* states: "The Existing NEC + the Preferred Alternative would intersect sole source aquifers in the following locations: "Connecticut/Rhode Island - The Preferred Alternative would encounter the Pawcatuck River Aquifer sole source aquifer in the Old Saybrook-Kenyon segment."

Essential Questions

Please see the following key questions from the Town of Old Lyme regarding sole source aquifers and the potential mitigation strategies:

- In *FEIS Section 7.7.8 Potential Mitigation Strategies,* the programmatic mitigation measures for sole source aquifers state, "Develop Stormwater Pollution Plan and/or Spill Pollution Prevention Plan." ***Does this measure apply only to Sole Source Aquifers designated by EPA or to all sole source aquifers?***
- ***Will all tunnels be under the sole source aquifers and other water supplies?***
- This section deals with the impact of a tunnel on sole source aquifers. ***What protections do you propose when dealing with a tunnel passing underneath a sole source aquifer? What happens if such an aquifer is in the entrance to or exit from a tunnel?***
- *Section 7.7.9* does not specifically designate sole source aquifers. ***Are they explicitly included in Section 7.7.9?*** Please provide the explicit legally-binding provision?
- ***Why were municipal representatives left out of the list for coordination when they are the ones that the US EPA spelled out for responsibility?***

- ***What EPA office is providing the guidance for this section?***

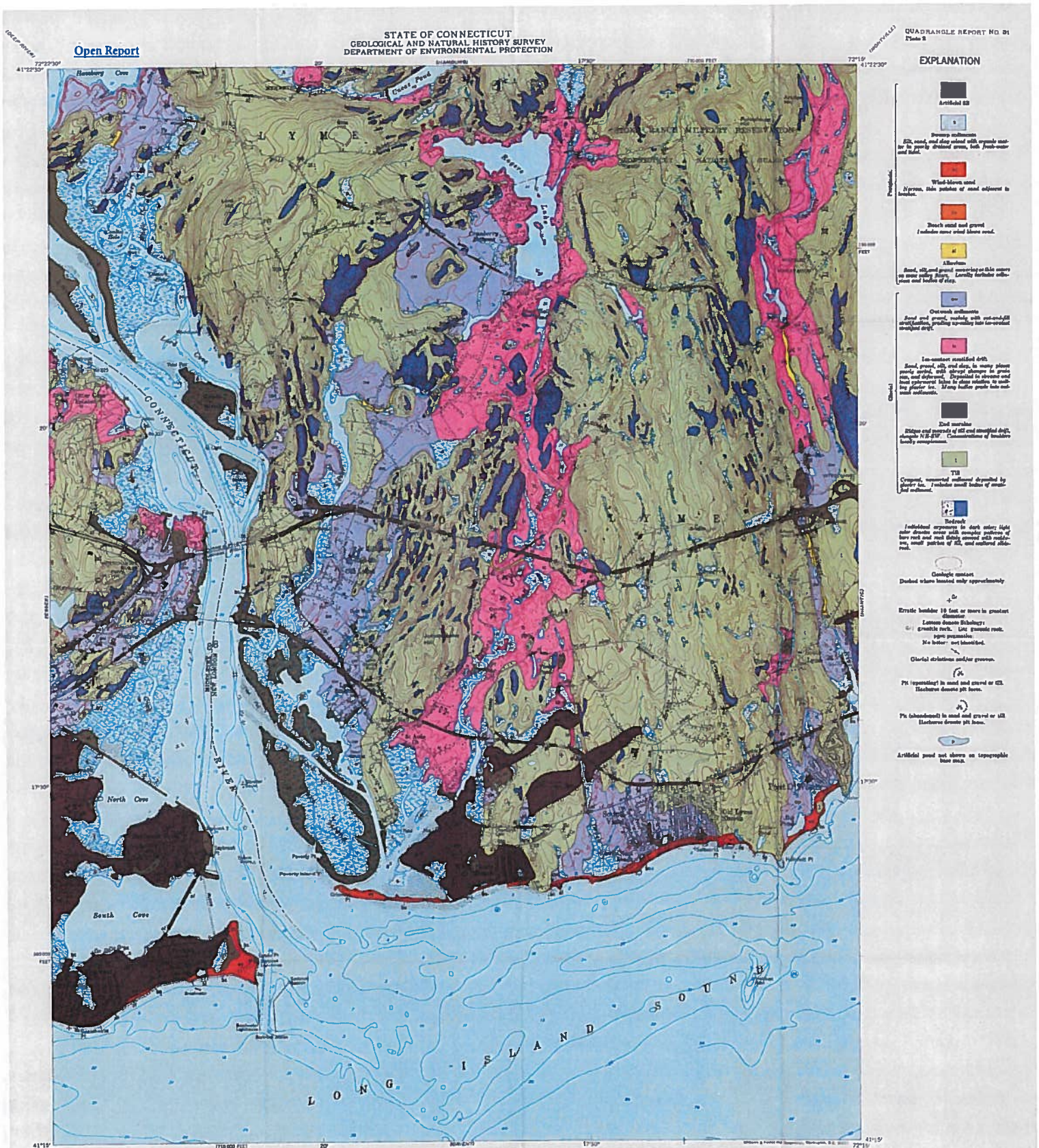
Geologic Features Attachments

1. *Surficial Geologic Map of the Old Lyme Quadrangle, Connecticut (QR-31_plate 2.pdf)*
2. *Old Lyme, CT Surficial Aquifer Potential Thickness (Old Lyme Pot Aq. Thickness 20170105.pdf)*
3. *Old Lyme CT Surficial Aquifer Potential Thickness with Drainage Basin (Old Lyme Pot Aq. Thickness with basins 2017010.pdf)*

Open Report

STATE OF CONNECTICUT
GEOLOGICAL AND NATURAL HISTORY SURVEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION

QUADRANGLE REPORT NO. 31
Plate 2



SURFICIAL GEOLOGIC MAP OF THE OLD LYME QUADRANGLE, CONNECTICUT

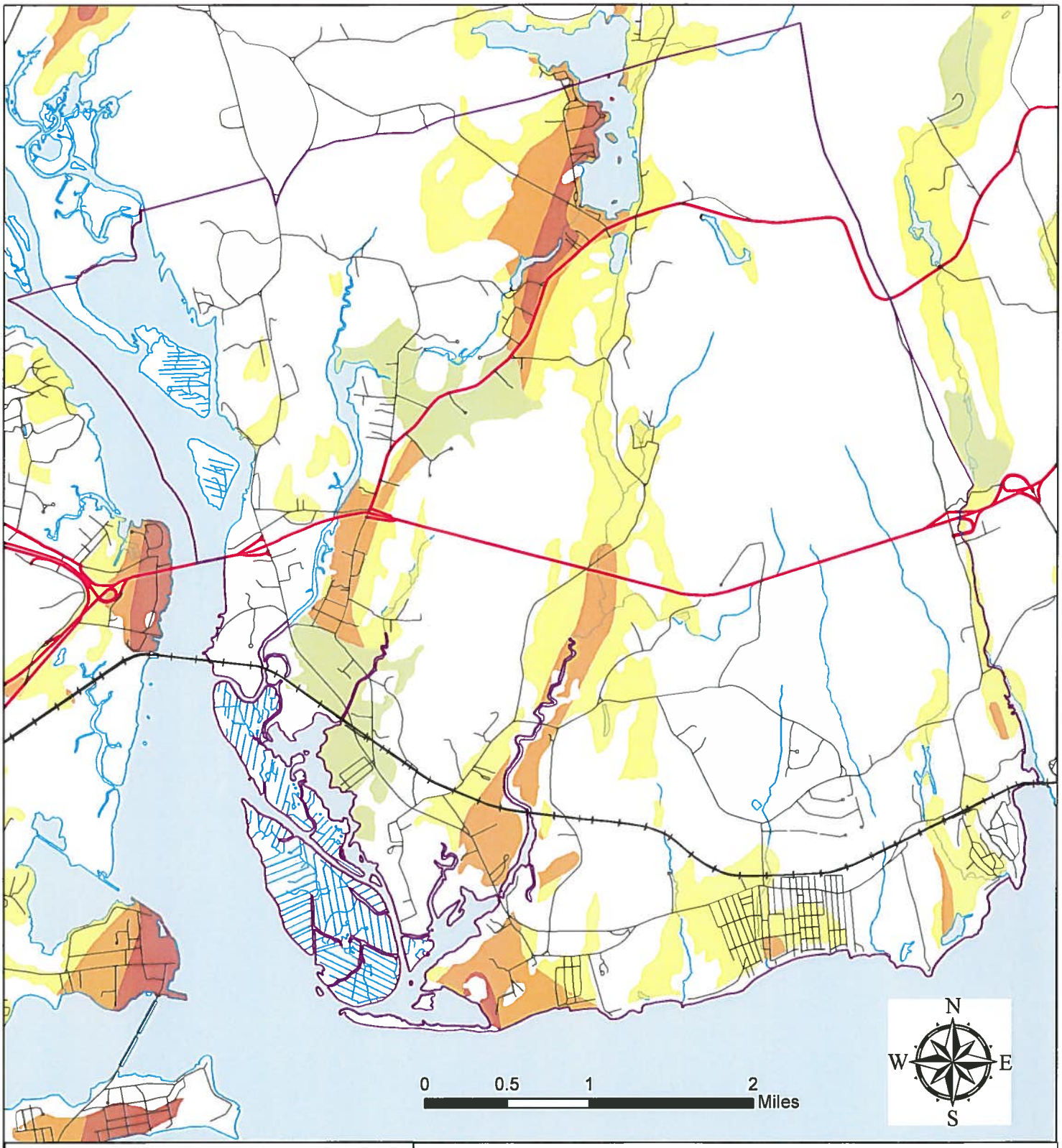
By Richard Foster Flint, 1971 and 1972

Base map by U.S. Geological Survey
Control by USGS, USC&GS, and Connecticut Geological Survey
Topography by planetable surveys 1939. Revised 1958
Revisions from aerial photographs taken 1970
Hydrography compiled from USC&GS charts 214 and 215 (1957)
Polyconic projection. North American datum
10,000-foot grid based on Connecticut coordinate system

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF HIGH MEAN WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 6.5 FEET

Geologic Features Attachment 1

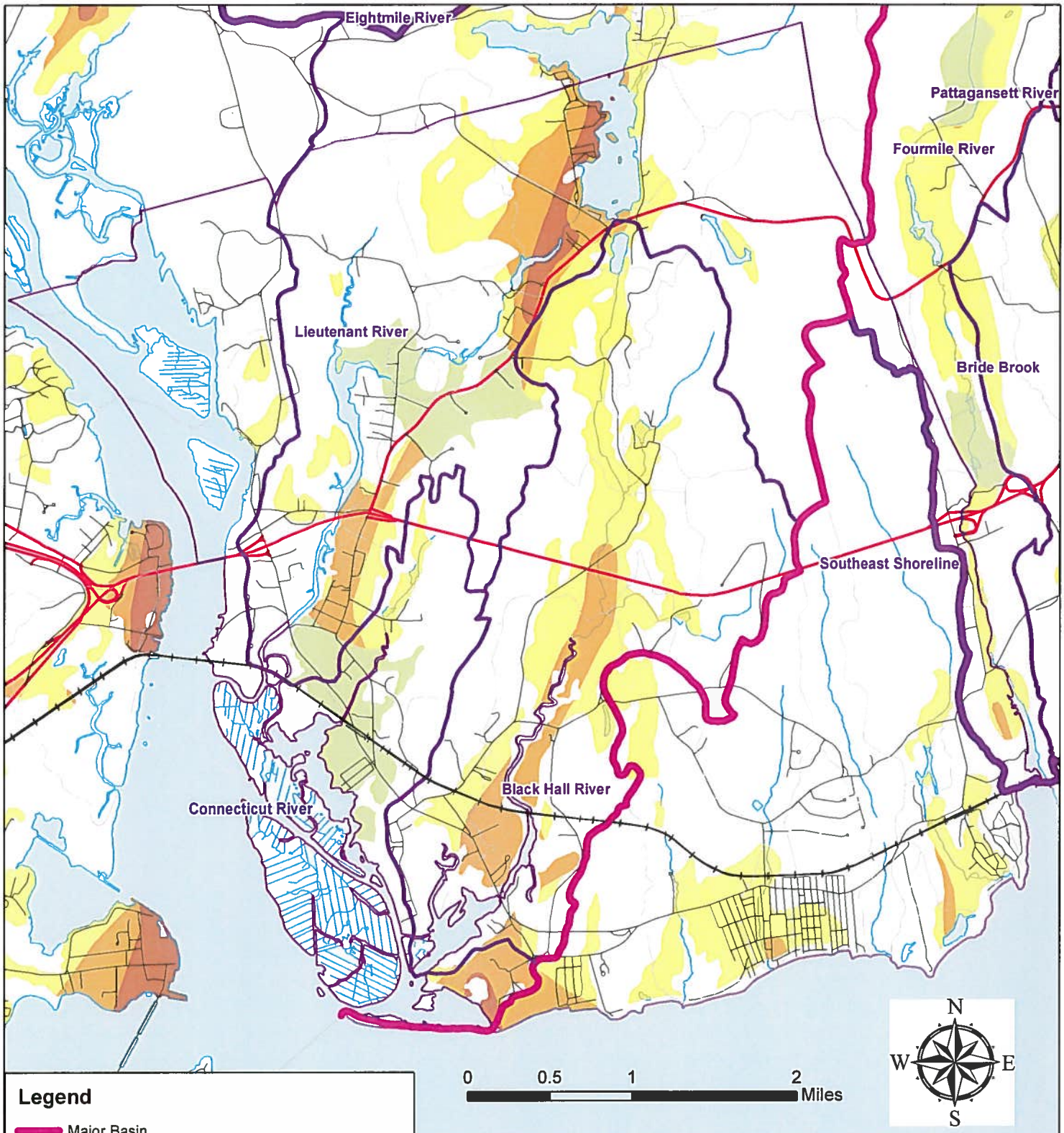


Legend

- Coarse-Grained Deposits, 100-200 ft
- Coarse-Grained Deposits, 50-100 ft
- Coarse-Grained Deposits, 0-50 ft
- Other Stratified Drift Deposits, Variable Thickness

Old Lyme, Connecticut
Surficial Aquifer Potential Thickness

Prepared by ASRWWA - January 2017



Old Lyme, Connecticut
Surficial Aquifer Potential Thickness with Drainage Basins

Prepared by ASRWWA - January 2017

NOISE AND VIBRATION

Introduction

The Federal Railroad Administration (FRA) Tier 1 FEIS has failed to accurately identify noise and vibration impacts for the construction and ongoing operations of the proposed new segment between Old Saybrook, Connecticut and Kenyon, Rhode Island. Additionally, they have not clearly identified that New London County, Connecticut and Washington County, Rhode Island will experience some of the greatest increases in sound and vibration along the entire corridor. The largely rural nature of New London County and the intent of the FRA to acquire additional undeveloped acreage to accommodate the new segment imply an additional degradation of the acoustic environment for all species, including human.

The FEIS also fails to consistently take into account the National Historic Landmark status and Environmental Consequences of The Florence Griswold Museum. It should also be noted that the Florence Griswold Museum is a building that is extremely sensitive to vibration damage and would fall under a Land Use Category of "1" as it is a National Historic Landmark with significant outdoor use associated with plein air painting and outdoor concerts and events. This status places greater responsibility on the FRA in resolving adverse effects of noise and vibration. The same comments apply for the structures in the Old Lyme Historic District which has National Register of Historic Places status.

Furthermore, the FRA fails to properly and consistently categorize the Atlantic Sturgeon and the Connecticut River as a Critical Habitat for the Atlantic Sturgeon, this designation having significant impact on managing the construction noise and vibration in this Specie's critical feeding grounds.

Finally, it is unclear to what extend the FRA has taken into account the impact with respect to Noise and Vibration on other important installations in New London County such as The Coast Guard Academy, the Submarine Base at Groton, Seaport and Mystic Aquarium. The noise and vibration impact on wildlife, endangered species and the overall natural and marine environments, including the Connecticut River Estuary and tributary rivers such as the Lieutenant River, as well as over 800 acres of Old Lyme Land Trust Preserves that fall within the Affected Environment, are not fully taken into account.

Chapter 7.12 of the TIER 1 Final Environmental Impact Statement (FEIS) defines the "Affected Environment" with respect to Noise and Vibration assessment as a 5,000-foot-wide swath along the Representative Route of the Preferred Alternative and presents a quantitative noise assessment for Day-Night Sound Levels, Ldn (dBA) and a quantitative vibration assessment for Vibration Velocity Level (VdB). A considerable part of the Town of Old Lyme, Connecticut falls within the "Affected Environment."

Facilities include town hall, a library, religious facilities, schools, tens of residences of historic character and age, The Florence Griswold Museum, a National Historic Landmark (NHL), and the Lyme Academy College of Fine Arts. Natural and marine environments include the Connecticut River Estuary and its estuaries, tributary rivers such as the Lieutenant River, and over 800 acres of Old Lyme Land Trust Nature Preserves, all within the Affected Environment and not fully taken into account.

While the Tier 1 FEIS document falls short in providing town-by-town specific Noise and Vibration level impact to communities such as Old Lyme, the report identifies impacts to counties such as New London, County where Old Lyme resides.

After reviewing this document, we have identified ten main areas of concern with the proposed Old Saybrook, Connecticut to Kenyon, Rhode Island bypass:

[1] Errors in Tabulation. The Chapter 7.1, Summary of Findings, fails to accurately report increased Noise and Vibration due to new segments of the Preferred Alternative as reported in Chapter 7.12 Noise and Vibration. Specifically, Table 7.1-1, Summary of Effects, only indicates increased train speeds and frequencies as increasing noise and vibration exposure to populations along the Preferred Alternative route.

- The fact that Noise Residential Impacts along the Preferred Alternative route will also be a result of new segments is not mentioned in Table 7.1-1.
- For the counties of New London, CT and Washington, RI, the new segment between Old Saybrook, CT and Kenyon, RI will have Environmental Consequences: Noise Residential Impacts as noted in the Environmental Consequences of Noise Residential Impacts Table 7.12-6. These impacts should be reported in the Table 7.1-1, Summary Effects.
- Volume 1 - Table 7.12-6: Environmental Consequences: Noise Residential Impacts – Preferred Alternative: Estimated Population within Noise Impact Zones:
    - Severe Noise: New London – 1,250
    - Moderate Noise: New London – 4,230
    - Vibration: New London - 1,119

[2] Severity of Increase in Noise.

(a) New London County, CT and neighboring Washington County, RI would experience areas of severe impact in Noise and Vibration exposure as a result of the Preferred Alternative, per the data reported in Chapter 7.12, which should include the new segment between Old Saybrook, CT and Kenyon, RI. The fact that New London County, CT and neighboring Washington County, RI would see such dramatic increases in levels compared to other counties with respect to Noise and Vibration exposure is somewhat obscured due to tabulation errors in Table 7.12-5 when compared to data from Tables in Appendix EE. 12 Noise and Vibration. ***Also it would clarify the situation if the new***

segment between Old Saybrook, CT and Kenyon, RI was separated from the existing railroad.

New London County, CT and neighboring Washington County, RI currently contain some of the lowest existing noise and vibration exposure along the entire Affected Environment as described in Table 7.12-2. Existing noise exposure levels fall as low as (Ldn) 50 (dBA) and similarly Vibration Velocity Levels fall as low as 50 (dBV) as described in Table 7.12-2 for New London County, CT and Washington County, R.I.

(b) New London County, CT along with Washington County, RI would exhibit some of the highest Change in Noise Exposure Ldn (dBA) along the corridor, with potential maximum changes of 24 (dBA) and 23 (dBA) respectively according to values listed in Table 7, 12-5 as 100 ft. from the Representative Route and 24 (dBA) and 23 (dBA) respectively according to values listed in Appendix EE, 12 Noise at 100 ft. from the Preferred Alternative. ***The FRA High-Speed Ground Transportation Noise and Vibration guidelines, identify Project Noise Impact Exposure above 20 dBA as Severe Impact for Category 1, 2, and 3 Sites**** (See Note below)

The FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment manual* defines Potential Noise Impact Exposures that are the:

- Ambient +15dBA as being Severe Impact for Category 1 and 2 Sites
- Ambient +20dBA as being Severe Impact for Category 3 Sites.

* Note: Table 3-1 Noise Levels Defining Impact for High-Speed Train Projects - FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment -Final Report September 2012

It should also be noted that a 10(dB) change in level is twice as loud and 20(dB) change is four times as loud as an existing level.

(c) Vibration Impact. Similarly, New London County, CT, Washington County, R.I. would experience some of the greatest Change in Maximum Vibration Level (VdB) due to the Preferred Alternative as listed in Table 7.12-5. ***Potential maximum changes of 27 (VdB) and 27 (VdB) respectively 100 ft. from the Representative Route according to values listed in Table 7.12-5 and 35 (VdB) and 29 (VdB) according to values listed in Appendix EE.12 Vibration at 100 ft. from the Preferred Alternative.***

[3] Impact on the Florence Griswold Museum. The FRA fails to identify Environmental Consequences for the Florence Griswold Museum as a National Historic Landmark (NHL) as designated by the National Park Service at the following link: https://www.nps.gov/nhl/find/statelists/ct/CT.pdf. The following key Tables and Sections in Volume 1 – Chapter 7.9 Cultural Resources fail to identify Environmental Consequences for the Florence Griswold Museum as an NHL:

- Volume 1 - Table 7.9-2: Environmental Consequences: Representative Route - Cultural Resources and Historic Properties
- Volume 1 - Appendix
- Volume 1 - Section 7.9.4.2 Preferred Alternative *
- Volume 2 – Chapter 7.9 fails to identify the Florence Griswold Museum as an NHL.
- Volume 2 - Table 7.9-4: Environmental Consequences: Representative Route - Cultural Resources and Historic Properties
- Volume 2 - Section 7.9.4.2 Preferred Alternative *
- Appendix E09 –Data Matrices: CT New London NHLs
- *Section 7.9.4.2 Preferred Alternative lists the Florence Griswold Museum as an NRHP but fails to identify the Florence Griswold Museum as an NHL.

The importance of the NHL designation relates specifically to the effect on cultural resources and historic properties that could occur as a result of a Tunnel planned as part of the Preferred Alternative - Old Saybrook, CT to Kenyon, RI bypass. The FRA accurately states that tunnels can have direct physical and/or contextual disturbance to existing NHLs and NRHP-listed resources (National Register of Historic Places) at tunnel boring machine (TBM) launch sites, ventilation shafts and egress points, and potential indirect disturbance through vibrations. The FRA specifically calls out NHLs because of their national importance, and notes that NHLs require the most stringent consultation under Section 106 of the NHPA to resolve adverse effects.

It is critical that the Florence Griswold Museum is consistently designated as a National Historic Landmark throughout the NEC Future Tier 1 Final EIS and that Environmental Consequences are addressed.

[4] Tunnel vs. Aerial Bridge. Volume 1 - Chapter 8 Construction Effects - The FRA states in section 8.2.1 that *"During Tier 2 project studies, construction types could change to better reflect site conditions or to minimize effects on resources."* Does this mean that the plan of a Tunnel for the Old Saybrook, CT to Kenyon, RI bypass through the Old Lyme Historic District could revert to an Aerial structure to minimize effects on resources? ***This determination should have been made prior to issuing the Tier 1 FEIS and would make the Tier 1 FEIS erroneous with respect to Noise and Vibration impact should the FRA revert to an Aerial structure in Tier 2 project studies.***

[5] Volume 2 - Chapter 8 Construction Effects. The FRA states that for Tunnel construction "while tunnel boring machines (TBMs) would be the assumed tunnel construction method, other methods such as cut-and-cover and drilling and

blasting would be considered in Tier 2 project development. "Per the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment manual – Final Report September 2012," vibration levels from construction of the proposed rail project should not exceed 0.12 PPV (in/s) for buildings extremely susceptible to vibration damage such the Florence Griswold Museum and all buildings in the Old Lyme NRHP.

(Table 10-6 Construction Vibration Damage Criteria - FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment -Final Report September 2012)

[6] Geologic Issues. Considering that the ground condition in and around the Old Lyme Historic District is shallow bedrock and glacial stratified deposits which easily transmit ground-borne vibration, why is the FRA trying to credibly propose a preferred route, or plan to bore and blast a tunnel? It is particularly concerning that the FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment manual does not take into account source levels for Tunnel Boring Machines and Blasting (** *Note below*) nor is a screening distance even assigned for ground-borne vibration impact assessment of such construction activities.

If construction of a tunnel proves to fail in the Tier 2 analysis, reversion to an Aerial structure through Old Lyme would have severe impact on Noise exposure levels as described in item 2 above. The Tier 1 FEIS would be considered erroneous with respect to Noise and Vibration should the FRA revert to an Aerial structure in Tier 2 project studies.

** *Note: Table 10-5 Vibration Source Levels for Construction Equipment - FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment -Final Report September 2012*

[7] Tier 2 Reviews. Unlike several of the environmental considerations (e.g., sole source aquifers, historic structures) the NEC Future Document has not laid out specific procedures for the review and discussion of noise and vibration impacts on residents, birds and other fauna. What will be the procedures for such reviews in Tier 2, both during the preparation of the Tier 2 Environmental Impact Statement and during design reviews? Connecticut relies on its town structure for its basic governance, not a county structure. Therefore it is imperative that the process deals with the individual towns to resolve issues.

[8] Impact on Wildlife. While there are noise and vibration standards for the impact on humans, what are the FRAs standards for the impact on birds and other fauna? Recent studies indicate that wildlife is particularly sensitive to acoustical degradation.

(Grossman, E., (2016) Animals to Humans: Be Quiet, Already, *enisa.com*). It affects their choice of habitat, their feeding and their mating.

This is an important consideration given the proximity of the Preferred Alternative to the habitats of the Connecticut River Estuary and the FRA's plan to acquire undeveloped land in New London County. Such new and unwanted noise as well as vibration could affect the annual Tree Swallow Murmuration on Goose Island. Thousands of tourists, conservation organizations and outdoor adventure groups are tuned into this annual fall event.

[9] Impact on Atlantic Sturgeon The Atlantic Sturgeon is an endangered species and the Connecticut River is scheduled for designation as a Critical Habitat by the National Marine Fisheries Service, NOAA. Reference the attached information:

- Endangered and Threatened Species; Designation of Critical Habitat for the Gulf of Maine, New York Bight (including the Connecticut River from the Holyoke Dam to the mouth of the river) and Chesapeake Bay Distinct Population Segments of Atlantic Sturgeon. Google: Federal Register, Vol. 81, No. 107/Friday, June 3, 2016/Proposed Rules, pages 35701 to 35732 (some of the activities that may be affected are summarized on pages 35713 and 35714)
- July 20, 2016 letter to Rebecca Reyes-Alicea, FRA from Kimberly Damon-Randall, Assistant Regional Administrator for Protected Resources, National Marine Fisheries Service, NOAA, "Proposed Listing of Critical Habitat for Atlantic Sturgeon" (pages 1-4); see NEC FUTURE Tier 1 EIS web site: Volume 1, Appendix II, pdf. pages 5-8 for the entire letter.

To gain an appreciation of the implications of the designation we reviewed two public documents, which illustrate the construction issues that must be dealt with and the acoustical effects of this type of large infrastructure project:

- Development and Implementation of an Underwater Construction Noise Program in Fort Lauderdale, Florida, Erich Thalmeimer et al, Parsons Brinkerhoff, (2014) ML14345A582.pdf (attached)
- Jan 28, 2016 Letter to Randy L. Steffey, Project Manager, Southern Virginia Regulatory Section, Department of the Army from Kimberly Damon-Randall, Assistant Regional Administrator for Protected Resources, National Marine Fisheries Service, NOAA, Re: Dominion Surry-Skiffes Creek-Whealton Transmission Line Project, (pages 7 to 15)

When we examined the Tier 2 EIS for the Connecticut Railroad Bridge Replacement Project, the Atlantic Sturgeon was dismissed. When we reviewed Section 7 we saw that the Atlantic Sturgeon was included in the Draft EIS but not Table 7.6-3 in the Draft and Table 7.6-2 in the Final). This is inconsistent with information in the Appendix and

inconsistent with public information from the National Marine Fisheries Service. This issue is very timely given NMFS's intent on designating the Connecticut River as a Critical Habitat and the impact of Construction Activities noise and vibration on the Atlantic Sturgeon.

[10] Economic Impact. Like many shoreline towns, the Old Lyme economy relies heavily on tourism, summer homes and rentals. The destruction of the quiet rural ambiance of the village and the Connecticut River Estuary would be fatal to the vibrant economy of Old Lyme in the Final EIS.

Table 3-2 Land-Use Categories and Metrics for High-Speed Train Noise Impact Criteria

Land-Use Category	Noise Metric (dBA)	Description of Land-Use Category
1	Outdoor $L_{eq}(h)^*$	Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as national historic landmarks with significant outdoor use. Also included are recording studios and concert halls.
2	Outdoor L_{dn}	Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	Outdoor $L_{eq}(h)^*$	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches, where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, and museums can also be considered to be in this category. Certain historical sites, parks, campgrounds, and recreational facilities are also included.

* L_{eq} for the noisiest hour of transit-related activity during hours of noise sensitivity.

Town of Old Lyme, CT Response to Tier I Final Environmental Impact Statement of the FRA

Table 3-1 Noise Levels Defining Impact for High-Speed Train Projects

Existing Noise Exposure* $L_{eq}(h)$ or L_{dn} (dBA)	Project Noise Impact Exposure,* $L_{eq}(h)$ or L_{dn} (dBA)					
	Category 1 or 2 Sites			Category 3 Sites		
	No Impact	Moderate Impact	Severe Impact	No Impact	Moderate Impact	Severe Impact
<43	< Ambient+10	Ambient + 10 to 15	>Ambient+15	<Ambient+15	Ambient + 15 to 20	>Ambient+20
43	<51.6	51.6–57.6	>57.6	<56.6	56.6–62.6	>62.6
44	<51.8	51.8–58.6	>58.6	<56.8	56.8–63.6	>63.6
45	<52.0	52.0–58.6	>58.6	<57.0	57.0–63.6	>63.6
46	<52.2	52.2–58.7	>58.7	<57.2	57.2–63.7	>63.7
47	<52.5	52.5–58.9	>58.9	<57.5	57.5–63.9	>63.9
48	<52.7	52.7–59.1	>59.1	<57.7	57.7–64.1	>64.1
49	<53.0	53.0–59.3	>59.3	<58.0	58.0–64.3	>64.3
50	<53.4	53.4–59.5	>59.5	<58.4	58.4–64.5	>64.5
51	<53.7	53.7–59.7	>59.7	<58.7	58.7–64.7	>64.7
52	<54.1	54.1–60.0	>60.0	<59.1	59.1–65.0	>65.0
53	<54.4	54.4–60.4	>60.4	<59.4	59.4–65.4	>65.4
54	<54.9	54.9–60.7	>60.7	<59.9	59.9–65.7	>65.7
55	<55.3	55.3–61.1	>61.1	<60.3	60.3–66.1	>66.1
56	<55.7	55.7–61.5	>61.5	<60.7	60.7–66.5	>66.5
57	<56.2	56.2–61.9	>61.9	<61.2	61.2–66.9	>66.9
58	<56.7	56.7–62.3	>62.3	<61.7	61.7–67.3	>67.3

Table 10-6 Construction Vibration Damage Criteria[66]

Building Category	PPV (in/s)	Approximate L_v†
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

† RMS velocity in decibels (VdB) re 1 μin/s.

Town of Old Lyme, CT Response to Tier I Final Environmental Impact Statement of the FRA

Table 10-5 Vibration Source Levels for Construction Equipment (from measured data[62,63,64,65])

Equipment		PPV at 25 ft (in/s)	Approximate L_v[†] at 25 ft
Pile driver (impact)	Upper range	1.518	112
	Typical	0.644	104
Pile driver (vibratory)	Upper range	0.734	105
	Typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	In soil	0.008	66
	In rock	0.017	75
Vibratory roller		0.210	94
Hoe ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

[†] RMS velocity in decibels (VdB) re 1 μin/s.

TBM?
Blasting?

Table 7.1-1: Summary of Effects (continued) *Volume 1*

Resource (Chapter #)	*Existing NEC + Hartford/Springfield Line*	*Preferred Alternative*
Noise and Vibration (7.12)	* Current conditions continue along Existing NEC * Estimated 40-50% increase in noise over existing conditions along Hartford/Springfield line due to planned service increase.	* Increased train speed and frequencies result in greater portion of population along the rail line exposed to noise and vibration
Air Quality (7.13)	* Increased congestion results in degredation of air quality	* Net total decrease in GHGs
Energy (7.14)	* Increased congestion, reliance on automobiles results in increases in energy consumption	* Net decrease in energy consumption
Climate Change - Counties with largest number of acres at risk by flooding type (current conditions) (7.15)		
Sea level rise flooding	* New London, CT * Hudson, NJ * New Haven, CT * These counties account for 50 percent of the total # acres at risk.	* New London, CT * Hartford, CT * Hudson, NJ * These counties account for 42 percent of the total # acres at risk.
Storm surge flooding	* New London, CT * New Haven, CT * New Castle, DE * These counties account for 55 percent of the total # acres at risk.	* New Haven, CT * New York, NY * New Castle, DE * These counties account for 42 percent of the total # acres at risk.
Riverine flooding	* New London, CT * New Haven, CT * Hartford CT * These counties account for 40 percent of the total # acres at risk.	* New London, CT * Hartford, CT * New Haven, CT * These counties account for 31 percent of the total # acres at risk.

Note: Effects shown represent the areas/number of a given resource identified within the Representative Route unless otherwise noted to be associated with the Affected Environment. Values have been rounded for area calculations.

Table 7.1-3: Summary of Environmental Effects for New Segments (Alt. 1) ***Volume 2***

State	MD	NJ	NY	CT	CT	RI
County	Baltimore City	Hudson	New York	Fairfield	New London	Washington
New Segment	Baltimore Tunnel	Hudson River Third & Fourth Tunnels	Hudson River Third & Fourth Tunnels	Stamford	Old Saybrook - Kenyon Segment	Old Saybrook - Kenyon Segment
Land Conversions	X	O	O	O	X	O
Displacement/Acquisitions	X	O	O	X	X	O
Prime Farmland	O	O	O	X	X	X
Prime Timberland	O	O	O	X	X	X
Parklands	O	O	O	O	O	O
Wild & Scenic Rivers	O	O	O	O	O	O
Floodplains	X	X	X	X	X	X
Freshwater Wetlands	O	X	O	X	X	X
Saltwater Wetlands	O	X	X	X	X	O
Navigable Waterways	X	X	X	X	X	O
Coastal Zone	O	X	X	X	X	O
Ecological Sensitive Habitat	O	O	O	X	O	X
Essential Fish Habitat	X	X	X	X	X	O
Threatened & Endangered Species	X	X	X	X	X	X
Geologic Resources	X	O	O	O	X	O
HWCM Sites	O	O	O	O	X	O
Cultural Resources (NHLs)	O	O	O	O	O	O
EJ Populations	X	X	X	X	O	O
Noise (Severe/Moderate)	X	X	X	X	O	O
Vibration	X	O	O	O	X	X
Climate Change Inundation Effects Mid-Century	X	X	X	X	X	X

Source: NEC FUTURE team, 2015
X = Potential for effects identified for new segments under Alternative 1

Noise and Vibration Attachments

1. *Development and Implementation of an Underwater Construction Noise Program in Fort Lauderdale, Florida, Erich Thalheimer et al. Parsons Brinkerhoff, (2014) ML14345A582.pdf (Google ML345A582 Development and Implementation of an Underwater…)*

2. Letter to Randy L. Steffy (Jan. 28, 2016) Project Manager, Southern Virginia Regulatory Section, Department of the Army from Kimberly Damon-Randall, Assistant Regional Administrator for Protected Resources, National Marine Fisheries Service, NOAA, Re: Dominion Surry-Skiffes Creek-Whealton Transmission Line Project *(Google NOAA Concurrence LTR 1-28-16 Atlantic Sturgeon Jan - US Army Corps of Engineers)*

THE ARTISTIC SIGNIFICANCE OF OLD LYME

History of Art in the Area

Old Lyme has an artistic heritage that belongs to all Americans. Its national significance is recognized today by the federal government through its designation of the Old Lyme Historic District on the *National Register of Historic Places* (1971) and the designation of the Florence Griswold House and Museum as a *National Historic Landmark* (1993), programs administered by the National Park Service.

In the early decades of the twentieth century, Old Lyme's natural beauty and historic character inspired leading painters from across the country to establish an art colony that became the center of Impressionism in America. These artists were devoted to interpreting the special qualities of the Old Lyme region — its estuaries, its coastal light, and its village — in ways that can still be seen by visitors coming to the town today. In fact, the close alignment between the art created here and the natural setting as it exists today is perhaps unique in America. This synergy did not just happen by accident, but is the result of over a century of careful stewardship by citizens and organizations to preserve the community's environmental, historic, and cultural resources that form the basis of Old Lyme's ineludible "sense of place."

Old Lyme's art colony eventually gave the town its identity as an arts community, one whose lineage flourishes today through the Florence Griswold Museum, housed in the original boardinghouse of the colony; the Lyme Art Association gallery, where artists have shown their work for over 100 years; and the Lyme Academy College of Fine Arts, where the next generation of fine artists are being trained. All three of these public institutions, adjacent to one another, sit at what will be ground zero of a tunnel (or aerial bridge) as proposed in the Preferred Alternative.

Works created by over 200 Old Lyme artists can be seen in museums throughout the country and the world at large. For example, major art museums such as the Metropolitan Museum of Art in New York; the Art Institute of Chicago; and the Smithsonian Institution American Art Museum in Washington, D.C., feature paintings by the Old Lyme artists in their permanent collections. A landscape painting by the Old Lyme Impressionist painter Willard Metcalf has greeted visitors to the private quarters of Presidents in the White House in Washington, D.C. It is not an exaggeration to assert that these artists were instrumental in helping to form our nation's collective vision of New England that endures to this day.

The Florence Griswold Museum was designed by the renowned Samuel Belcher, the same architect who designed the First Congregational Church of Old Lyme and the John Sill House, now the permanent site of the Lyme Academy College of Fine Arts in the

Historic District of the Town of Old Lyme. The Florence Griswold House and the First Congregational Church were favorite subjects for Art Colony artists.
The Florence Griswold House, which tells the story of the artistic tradition of Old Lyme, is internationally celebrated for one of the most extraordinary rooms in America, a dining room whose walls and doors are adorned with thirty-eight paintings by the Old Lyme artists, circa 1900 to 1920. These include works by renowned American painters Childe Hassam, Willard Metcalf, and others. Doors painted by colony artists are featured throughout the first floor of the landmark house.

Open to the public and deemed an irreplaceable treasure by the National Park Service, this entire ensemble is preserved *in situ* and represents the most complete expression of the art colony movement in America. The American art colony movement occurred from the 1880s to the 1920s, when artists retreated to rural locations to find picturesque subjects, inexpensive lodgings, respites from the routines of urban life, and the opportunity to live and work with like-minded individuals. With Old Lyme as a noteworthy exemplar of this movement, it is a story with deep relevance for contemporary American society as we share Old Lyme's landscape and unmistakable "sense of place" with the world at large.

On the other hand, the Florence Griswold Museum, which is located on thirteen park-like acres in the Historic District, is not just about history. The museum was a pioneer in southeastern Connecticut when it installed 18 underground geothermal wells that it relies upon to provide a "green" source of energy for maintaining critical, very sophisticated environmental controls in the National Historic Landmark Florence Griswold House. Any disruption of this underground system would have serious consequences to the proper care of its valuable art collections.

The Lyme Academy College of Fine Arts, founded in 1976 as an independent school of art, is today a college of the University of New Haven with an undergraduate enrollment of 125 diverse and aspiring artists. The college offers a Bachelor of Fine Arts degree in drawing, illustration, painting and sculpture; certificates in painting and sculpture, and a Post-Baccalaureate Degree. The Lyme Academy College is an important partner with the local Old Lyme and shoreline communities, offering diverse and popular programs for residents as well as its undergraduates.

Sitting on 24 acres flanking Lyme Street at the intersection with Halls Road, the college was in the crosshairs of the aerial bridge proposed in Alternative 1 and currently faces an indefinite future with the Preferred Alternative as set forth in the FEIS. As an institution whose student body has doubled since 2013, it has made significant investments in its campus, including new housing for students, more than 40 percent of whom live on campus.

The Lyme Art Association sits adjacent to the Florence Griswold Museum on property that was acquired by the association from Miss Florence Griswold. The Association's roots go back to 1902, when the artist/boarders at Miss Griswold's house held a successful exhibition to benefit the Phoebe Griffin Noyes Library in Old Lyme. This summer exhibition became an annual affair exhibiting the works of familiar names in American Art: Henry Ward Ranger, Allen Butler Talcott, Frank DuMond, Childe Hassam, Willard Metcalf, Matilda Browne, Wilson Irvine, Carleton Wiggins, and Guy Wiggins among others.

The Association's building, which opened in 1921, was designed by architect Charles A. Platt, designer of the Freer Gallery in Washington, D.C. and the Lyman Allyn Museum in New London, Connecticut. Incorporated in 1914, its mission is to advance the cause of representational fine arts by owning, maintaining and preserving an historic building and holding art exhibits, and conducting educational programs for the benefit of the local community and public.

Today, the Lyme Art Association and its artist members constitute a valuable part of the art and history of the community continuing a tradition dating to the 19th Century and carrying on the living legacy of those early artists instrumental to its founding.

Economic Impact

Visitors to the Florence Griswold Museum and its programs numbered nearly 80,000 in the recently concluded calendar year 2016. This is an increase of ten percent (10%) over the previous year and constitutes the largest number of visitors since the opening of the Museum in 1947, thus demonstrating the degree to which local residents, citizens of Connecticut and the nation, as well as foreign guests, come to Old Lyme for an "authentic" American experience.

The economic impact of these visitors is significant. Thirty-five percent (35%) visit the Museum from out-of-state. Based on a past study by the Connecticut Center for Economic Analysis, these visitors spent an average of $479 during their visit, providing $13,258,767 in economic impact to the state and local economies. In the last decade, Museum attendance has grown by forty-eight percent (48%). If this growth is equaled in the coming decade, attendance in 2026 will be approximately 118,000, providing in excess of $18 million in economic development funds to the Town of Old Lyme and the State of Connecticut.

The Lyme Academy College of Fine Arts programming, including exhibitions, lectures, and film series, welcomed more than 3,300 visitors to the college in calendar year 2016. In addition, its workshops and courses attracted 532 adult/senior participants, including individuals from outside Connecticut, in its artist residency program. The Pre-College Academy had 122 high school students from diverse states and outside the United States. The annual visit of parents and prospective students brings another unknown

benefit to the town of Old Lyme. Thus, the college, its students and 37 employees are an important part of the economy of the Old Lyme. As an institution that is growing rapidly, it is currently laying plans for further significant investment in its campus which will require an ability to attract students and development funds, as well as scholarship funds for student support.

The Lyme Art Association holds a special place in the history and identity of the town of Old Lyme and the development of its importance as an art colony.

The proposed action for a bypass which includes Old Lyme —whether it includes a tunnel or an aerial bridge —- places a cloud over the future of all three of these organizations. This will inevitably defer and discourage further investment and development. Therefore, if permitted to remain a part of the plan, the bypass can only be viewed as directly and adversely affecting the Florence Griswold Museum, the Lyme Academy College of Fine Arts, and the Lyme Art Association.

PREHISTORIC CULTURAL RESOURCES WITHIN OLD LYME

The existence of prehistoric cultural resources in Old Lyme is well documented. Research started in the early 20th century by Warren K. Moorehead, where he briefly studied the Old Lyme Shell Heaps at Griswold Point. Further professional investigations have been undertaken by Charles Willoughby, Norris Bull, Alexis Praus, Irving Rouse, John Pfeiffer, Robert Funk, Kevin McBride, Harold Juli, and Lucianne Lavin. All of these researchers' and their academic supporting institutions' interest highlight the importance of the town's Native American prehistoric resources.

Old Lyme presents a valuable and unique prehistoric resource because of its prime position in a rich and varied environment. The marine, riverine, lacustrine and terrestrial environments are complemented by topography that exhibits well drained soils, lush vegetation, and plentiful animal resources. The hunter gatherer and early agriculturalist Native American population thrived within this setting.

Prehistoric occupation in the Old Lyme area has been documented from the earliest periods of Native American entry into the New World, around 10,000 years ago to post contact times in the mid-19th century. In that time span, it is not unreasonable to consider that most if not all areas within Old Lyme demonstrated some level of prehistoric Native American activity. Amateur and professional archaeologists have clearly witnessed this pattern.

Of specific note are open and rock shelter long and short term habitation sites, task specific hunting and resource processing sites, as well as burial and sacred sites. Old Lyme contains well preserved evidence of a very significant 2,500 to 6,000 year old cremation burial complex that was associated with nearby village residence as well as backcountry hunting sites. The ceremonial behavior witnessed within this complex indicates a continuous religious practice that endured longer than Christianity and most of the world's other religious underpinnings.

A large portion of the planned upgraded energy and transportation corridor within Old Lyme is undeveloped and preserved, and as such, was set aside because of its value to both prehistoric and historic resources. Furthermore the regions within Old Lyme that have historic resources and present development also contain prehistoric evidence.

Conclusion

Those parameters that make the location advantageous for contemporary usage are often the same that attracted prehistoric use. Therefore, the FRA Preferred Alternative will have clear negative impact upon prehistoric Native American cultural resources. The area has been shown to be highly sensitive with regards to prehistoric cultural resources and demands protection.

OLD LYME HISTORIC DISTRICT AND HISTORIC STRUCTURES

Old Lyme's substantial Historic District is under grave threat from the Preferred Alternative, whether a tunnel under the Historic District or an Aerial Structure over the Historic District. The excavation, vibration and noise resulting from the construction and operations of this infrastructure would likely have severe harmful effects on the buildings and quality of life in the District. The following are excerpts from the historical record of the District's development and the current scope to the District.

Purpose of an Historic District, quoted from "Report of the Old Lyme Historic District Study Committee, June 1970."

With its long and varied shoreline and extensive open land, its handsome main street and many fine old houses, Old Lyme is a fortunate community. Along the busy shore, ours is one of the few towns as yet unspoiled by ill planned development. Old Lyme's very attractions, however, have today made it a prime target for developers and highway builders. We are threatened by incongruous development and the thoughtless destruction of familiar landmarks. Therefore, in order to preserve the historical center of Old Lyme, the Historic District Study Committee recommends the immediate establishment of an historic district in the town of Old Lyme. The proposed area would extend from the south end of Lyme Street to the intersection of the south end of Sill Lane and the Boston Post Road.

Establishment of such a district will benefit not only owners of property within the proposed area but also, by protecting the historic heart of the town, will benefit those who live nearby and in Old Lyme as a whole. Experience elsewhere has shown that an historic district, by preventing undesirable development, both preserves the character of the community and at the same time enhances property values.

Adjacent to the proposed historic district is the still unspoiled Lieutenant River, for two centuries a center of shipbuilding, which figures prominently in the history of the town. Today, the river's tidal marshes are a haven for many kinds of birds, fish and other wildlife. The Old Lyme Conservation Trust, founded in 1966, is steadily acquiring these wetlands for their protection. Many of the properties in this proposed district extend from Lyme Street to the river.

Preservation of Old Lyme's historic buildings will complement the town's existing conservation program. The Study Committee believes that Old Lyme should lose no time in establishing an Historic District.

Why Historic Districts? Quoted from "Old Lyme, Connecticut, Historic District Handbook"

Perhaps nothing so unites the residents of Old Lyme as the shared desire to insure that, as their community grow, it retains as many as possible of those qualities that led them

or their ancestors to select it as a place to live. To that end the town supports an active Planning Commission as well as comprehensive zoning regulations administered by an elected board. To further protect the character of the nucleus of the village, during the 1950's, many of the commercial enterprises moved to a newly created business district on Halls Road, and in 1971 the citizens of Old Lyme voted to make Lyme Street a Historic District, administered by an appointed commission functioning under specific provision of the Connecticut Statutes.
An historic district confers important advantages even though it involves some inconveniences for those affected by its restrictions. In answer to those who believe that property owners should be free to treat their property as they wish, we call attention to a number of Old Lyme's neighbors that have neglected to create historic districts. A generation or two ago, several of these communities were generally considered even more attractive than Old Lyme, today as a result of unrestricted development, they appear characterless and unappealing.

To judge from past experience, threats to the integrity of the Historic District are likely to come, not so much from commercial interests whose inappropriate proposals can be readily identified and promptly disapproved, as from caring citizens whose worthwhile projects are simply being addressed in the wrong way. In the last analysis, most applications the Historic District Commission is asked to consider may be reduced to a single question: *Is a given action likely to enhance - or at least preserve - the qualities that identify Old Lyme and that set it apart from other Connecticut towns?* If, in the opinion of the majority of the Commission, the answer appears to be "NO" then the Commission has no choice but to reject the application as "inappropriate," whatever its other merits (which in many cases may be substantial).

Experience suggests that the distinctive character of a village like Old Lyme is usually a product of numerous small elements, seemingly unimportant in themselves, that, taken together, contribute to what is often referred to as *a sense of place.* Difficult to verbalize or quantify, this sense of place is a fragile possession that belongs to all who make their home in the village or who delight to visit it. It is, in short, an important part of our patrimony, and to destroy or compromise it would leave every one the poorer. Consequently, we have develop guidelines shown on the following pagers

General Statutes of Connecticut, quoted from "Report of the Old Lyme Historic District Study Committee, June 1970"
The Old Lyme Historic District is administered under the General Statutes of CT, Section 7-147a. Historic Districts Authorized. In 1970 the presence of one or more of the following criteria was established as the criterion for the creation of an historic district. The proposed Old Lyme Historic District clearly met the following criteria:

- Buildings of great architects or master builders, important works of minor ones
- Noteworthy examples of various architectural styles, periods or methods of construction

- Area or groups of typical or related buildings in their original setting, preserving enough of the historical surroundings to maintain the earlier atmosphere
- Homes of notable persons during their active years
- Old commercial buildings and their site
- Structures related to the civic life of a community
- Churches which are outstanding for age or architecture or which were the scene of historic events

Today

After 45 years the town has settled into an Historic District that has retained its open village and pleasant residential character. Seventy-three (73) structures support ninety-six (96) civic, school, non-profit, business and residential units. The village is home to

- Three major arts organizations, The Florence Griswold Museum, the Lyme Academy College of Fine Arts and the Lyme Art Association
- Phoebe Griffin Noyes Library, the Lymes' Youth Service Bureau, the Old Lyme Children's Learning Center, and the Old Lyme Historical Society
- The First Congregational Church of Old Lyme and Christ the King Catholic Church
- Fourteen (14) small businesses in the Historic District
- Old Lyme Memorial Town Hall and primary Fire Station
- Sixty five (65) residences (houses, town houses, and apartments)

The district's 73 structures are divided historically as follows:

- Eight (8) structures were built in the1700 to 1800 period
- Forty-two (42) structures were built in the 1801 to 1900 period
- Thirty-eight (38) structures were built since 1901

The majority of these structures were built before the last 50 years, thus they are historic. The Historic District and its Structures are on the ***National Register of Historic Places*** and the Florence Griswold Museum is a ***National Historic Landmark***.

Connecticut Trust for Historic Preservation Perspective

The Connecticut Trust for Historic Preservation provided the following perspective on Old Lyme, a nationally designated ***Preserve America*** Community:

"In the opinion of the Connecticut Trust for Historic Preservation, Old Lyme's National Register District is notable in coastal New England for retaining remarkable historic integrity and harmoniously integrating more recent construction. Beyond the established National Register District are numerous structures and sites that the Connecticut Trust and Town of Old Lyme believe to be National Register-eligible, thus representing additional, as-yet-unmapped, resources that would present significant obstacles to the proposed bypass.

There is a density of historic, cultural, and environmental resources in Old Lyme that will require identification and protection under *Section 4(f) of the U.S. Department of Transportation Act of 1966 (DOT Act).* Many of these resources are unmapped and uncounted in the DEIS and FEIS documentation to date."

ECONOMIC ISSUES

Introduction

In the analysis that leads to a conclusion on a Preferred Alternative, the FRA clearly describes the economic benefits that support its decision. For example, there is a fair amount of time spent on the benefit of reduced travel time, demonstration of what the maximum ridership capacity could be, addition of temporary construction jobs, additional permanent jobs and the increase in full time employment. There is also discussion of incremental economic impacts resulting from the access of both labor and employment opportunities that would be enhanced by the increased reliability, frequency and speed of trains through the connected communities.

Unfortunately, there is not a balancing of this information with the costs associated with these benefits.

There is almost no discussion of the costs associated with the acquisition of property outside the existing NEC right-of-way nor is there any discussion of the effect the acquisition or routing outside the existing NEC would have on local economies and the towns through the destruction and fragmentation of centers of commerce or residential communities.

An example is the new bypass between Old Saybrook, Connecticut and Kenyon, Rhode Island (the "Bypass"). To eliminate curves, water crossings and "at grade" crossings the FRA ignores the harm caused to historic areas, commercial and cultural resources, residential locations, and long term economic development and land use plans. Since travel time is the main argument, there should be an identification of the travel time savings vs. the true cost of eliminating those curves.

Even the location of stations seems to ignore any current investment and long range planning for the development that occurs around these stations. The FRA acknowledges the economic benefits of different types of stations to the local economy, but does not discuss the economic impact of movement of key stations where the existing station is perhaps the center of long term economic planning and development.

A clear example of this in the Bypass is the location of a new station in Groton, Connecticut to provide high speed service presumably to New London/Mystic passengers. In creating this new station, the FRA has ignored New London's efforts to create a transportation hub centered on the existing station and providing rail passengers the ability to transit by adjacent ferry to Block Island, Rhode Island and Fisher's Island, New York. How redundant the existing New London station is not explained in a cost benefit analysis. Likewise, it is highly questionable that passengers accessing AMTRAK service from Old Saybrook will drive an additional 25 minutes to

Groton in order to save an equal amount of train travel time offered by the new high speed service there.

The concerns expressed about the fare assumptions (reduction of fares to 30 percent of current fares) and the impact on ridership decisions were summarily dismissed by the FRA with the statement that the analysis is a ridership maximizing analysis, thereby demonstrating the FRA's unwillingness to consider downside economic impacts in recommending and selecting a Preferred Alternative.

If this really is an investment decision, it needs to be thorough in its analysis of benefits and costs, to apply the same analysis and standards to each alternative in arriving at a decision and to consistently disclose both costs and benefits. If this is not done, the credibility of the analysis is suspect and it, the "analysis", may be viewed as a justification of a predetermined outcome.

Halls Road Commercial Area

With the construction of I 95, local leaders under the leadership Matthew Griswold IX M.D. decided to build a new commercial hub for Old Lyme that provided both easy-off and easy-on access for Interstate traffic, close proximity to the village, and more spacious commercial accommodations. This also had the impact of preserving the village, which ultimately became the Historic District. Today several complexes provide ample space for a supermarket, a pharmacy, four banks, restaurants, a hardware store, a post office, hair and nail salons and many additional stores and professional and medical offices.

This commercial area is located along Halls Road between Route 156 and Route 1 and is both a convenience and necessity for Old Lyme residents, residents of Lyme, and the summer population (which doubles Old Lyme's population of 7,603). Access ease and convenience is essential for the continued success of this commercial area.

Currently the Halls Road area contains 99 establishments and employs over 300 full-time- equivalent (FTE) employees. The four largest establishments (total of 80 FTEs) include the Big Y Supermarket, Coldwell Banker, William Pitt Sotheby, and the U.S. Post Office. The next four largest employers (total of 33 FTEs) include the Hideaway Restaurant, L&M Family Medicine Practice, Bouvier Insurance and The Bowerbird. Ninety-one additional establishments employ 187 FTEs. This includes many small shops, professional and medical offices. Many of these FTE jobs are filled by part-time employees without health benefits. Thus, a downturn in business would more quickly translate into expanded unemployment due to the more numerous part-time employees.

Route 156 is the "shore road" to summer communities on Long Island Sound and Route 1 to the year–round neighborhoods of Laysville and Rogers Lake. Both Route 156 and Route 1 become alternate routes for frequent heavy summer traffic on Interstate 95 with Route 1 being accessed by Halls Road.

The proposed action for a tunnel in the Preferred Alternative would severely impact this commercial area which sits over the designated site for a tunnel under the Connecticut River Estuary and the town. Furthermore, the placement of one or more ventilation shafts is likely on this large open site. Based on our discussion with NEC Future Project Management, the contemplated entrance/exit for the train on the east side of the Connecticut River would be farther east at Whippoorwill Road.

If that is changed and the site became the Halls Road area, the situation becomes more troublesome. Whether as a staging area for construction, or during construction itself, there is little room in the area for placement of construction materials and heavy equipment and we foresee a bottleneck at the juncture of Exit 70 off I 95 creating additional traffic and congestion difficulties for residents and visitors and imposing an additional burden on the town for traffic patrols. Already, the approaches to Exit 70 and the narrowing of travel lanes on I 95 have led to severe accidents to which the town is a first responder.

Furthermore, it is impossible to believe that the merchants on Halls Road will not suffer economic loss during this period as residents go elsewhere to secure the services and goods that would otherwise be available at Halls Road shops. There has been no attempt by the FRA as yet to evaluate this economic loss to the residents and town.

There is almost no acknowledgement of local or state long term planning that might be inconsistent with the new routing proposal of the FRA.

FRA Process Issues

While the FRA takes the position that all that is presented in the Tier 1 Final Environmental Impact Statement (FEIS) is a Preferred Alternative that can be altered through the Tier 2 process, the complexity of the system generally precludes consideration, from a practical standpoint, of other routes that vary from the Preferred Alternative by more than a couple miles.

System Complexity Impacts

If the Tier 1 process missed, understated or failed to consider relevant facts that might change the routing, it is up to the Tier 2 process to ensure that:

- Such information is considered;
- That each project on either side of that project is in a sufficient position to accept route modifications; and

- That the costs of such changes are included in the investment, the analysis, and funded.

If neither 2 nor 3 happens, then the proposed route either is (a) not completed, with the potential of unimproved sections affecting the overall system performance, or, (b) the route is completed without realizing the expected economic benefits or with the imposition of substantial direct or indirect costs that were not accounted for in the FRA cost/benefit analysis.

The failure of the FRA to provide adequate notice of the Tier 1 Draft EIS (hereinafter the "DEIS") to the affected areas in Connecticut and the failure of the FRA to consider all available information in these areas has placed the recommendation of the Bypass in serious question. Amazingly, the FRA chose not to aggressively notify the communities along the proposed NEC future route. Use of 2010-2012 information misses many key aspects of the impact of the Preferred Alternative route from New Haven to Kenyon, including current environmental conditions as set forth in this report.

Amtrak's Concerns

In addition, there are a number of areas where substantial potential cost impacts were not considered in the process of looking at a gross analysis of the NEC. For example, some of the economic impacts which were raised by AMTRAK in its comments to the DEIS have not been adequately addressed in the FEIS. As a result, the conclusions expressed with regard to rider preferences and economic impacts cannot be said to have been seriously reviewed. We are surprised that AMTRAK had such extensive concerns about the economics and routing presented in the DEIS (and largely adopted in the FEIS), since it would be the rail operator in the Northeast Corridor and would be faced with ensuring the profitability of the operation, including high-speed trains.

While the FRA indicated that it was basing its decision on maximizing ridership and would leave scheduling and fare decisions to the operators once the NEC was completed, this approach left all the fundamental economic questions and analysis to be determined after the Preferred Alternative is selected, without considering the economic costs or benefits of other routes.

- Many issues raised by AMTRAK in its comments to the DEIS are operational, but there is a sound analysis of the economic considerations and assumptions which drive the necessary size of the passenger fleet, the Preferred Alternative's impact on economic activity, the assumptions on ridership behavior, the major assumption on fare decisions and the number and frequency of trains and cars in the passenger fleet.

- Furthermore, it is essential that the system plan is based on a set of realistic economic assumptions for the regional railroad operations (e.g., Metro-North

Railroad New Haven Line, Shore Line East) so that the balance between investment and operating costs are realistic.

Many of the issues raised by AMTRAK should have been discussed with AMTRAK prior to the release of the DEIS and then addressed in the DEIS so there could be effective public comment, or, at a minimum, resolved with the major stakeholders before the Tier 1 Final EIS (FEIS) was released. These all have a major influence in any investment decision, including the necessary modifications to facilitate 220 mph trains across the NEC.

Lack of Local Input

Most New England states have traditionally delegated substantial responsibility and authority to the towns (municipalities) instead of the counties. In Connecticut the Metropolitan Planning Organizations (MPO) (established by the U.S. Department of Transportation) are aligned with the Councils of Governments ("COGs") that are composed of logical sets of towns to facilitate discussion and decisions on inter-town matters. In the NEC FUTURE process the FRA essentially ignored the COGs/MPO and the municipalities until the comment period. Thus, critical local and state information was not gathered in a timely fashion.

While the decision on the Preferred Alternative was broken into distinct segments (some sections were Alternative 2, some Alternative 1 and some Alternative 3), the analysis and data collection were not done in this manner for the DEIS. Had the FRA looked at the Alternatives in this manner and leveraged both the COGs/MPOs and towns in Connecticut, more relevant information would have been obtained.

Issues such as historic landmarks, drinking water resources, sound vibration (beyond impacts on living conditions near the NEC), and environmental consequences could have been reviewed and a more effective and informed decision on the Preferred Alternative could have been made. With such information for all Alternatives, a total economic impact analysis (cost and benefit) could have been made on a route. Instead, the FRA admitted that a decision was made without the benefit of such information and such considerations were left to the individual project Tier 2 review. This process effectively forced the route into an uninformed solution.

This is particularly true in Connecticut where substantial impact will occur because of the extensive routing along the shoreline and the fact that 33% of the entire route is in Connecticut. Not only does the Preferred Alternative impose significant environmental risks on the state, it may also cause significant economic benefits to be lost, even though the State is expected to carry significant costs and impacts for the good of the rest of the region. For example, the Old Saybrook to Kenyon route is identified as preferred because it lends some resilience to the NEC along the Connecticut shoreline. However, it is a significant economic cost when one considers that New York City is also identified

as an inundation risk and no alternative is identified that relieves this risk. Why invest in a new route and a Connecticut River Estuary crossing to provide resilience when the NEC route into New York City faces similar risk?

Notice was never provided to elected officials in many of the Towns in Connecticut along the Preferred Alternative. It was only through indirect notice that certain members of the Old Lyme community discovered the plan, and, being a small community, action was galvanized quickly, resulting in over 30% of DEIS comments received by the FRA coming from the Town of Old Lyme. As a consequence, two meetings were held in Old Lyme where the FRA heard about some of the concerns of local residents and officials.

As a result, Alternative 1 was revised to include, for the first time, a tunnel under the historic district of Old Lyme, the Connecticut River Estuary and the Lieutenant River. This decision was made without significant analysis or study of its practicality or impact. If a bridge or tunnel cannot be built for the NEC across the Connecticut River Estuary for economic, environmental, historical preservation, climate change or other reasons, what is the impact on the rest of the NEC? Or is it just assumed that it will happen at any cost?

Other Options

This Town of Old Lyme report includes comments on the environmental impacts that may be caused by the construction of a new crossing of the Connecticut River. Unfortunately, both a tunnel and a bridge and elevated structures will have significant negative effects on the ecology of the Connecticut River Estuary. In addition, the Preferred Alternative requires the acquisition of property all along the route from Old Saybrook, CT to Kenyon, RI, a distance of 50 miles.

While the FEIS dismissed the option for a route from Hartford to Providence based, in part, on the substantial land acquisition cost and the impact to the nature of the land between Hartford and Providence, the FRA fails to state why there is a difference in the weighting of the land acquisition, land conversion and fragmentation of land conditions for the new segment between Old Saybrook, CT to Kenyon, RI outside the current NEC corridor.

In addition, the tunnel option was adopted without consideration, review or input on the impact such a solution would have on sole source aquifers along the Preferred Alternative. These meet the EPA criteria and Old Lyme will be applying for EPA designation. Should disruption occur, the cost of providing a drinking water supply to the affected population could be substantial.

The disclaimer included in the FEIS that the Preferred Route could move within a few miles of the Preferred Alternative only serves to call into question the value of anything

said in the FEIS about sections of the NEC in Connecticut. To suggest that the Tier 2 EIS process could rely on the FEIS in consideration of environmental, historic and economic impacts when the route could move based on individual project activity ignores the objective and purpose of National Environmental Policy Act (NEPA).

Both the tunnel and the bridge with elevated structures options have substantial constructability issues when viewed from the impact of the environmental considerations of the Connecticut River Estuary and the history of the Town of Old Lyme. Feasibility of construction is a real issue given the geomorphology of the Connecticut River Estuary, the Town of Old Lyme, the Lieutenant River and the presence of a number of sole source aquifers (reference the Environmental and Sole Source Aquifer sections).

Alternative routing will need to be considered and such routing may have an impact on the primary criteria used in evaluating routes – travel time between Boston and New York. It would appear that there was no sensitivity analysis done on the travel time to inform options other than to state that many customers preferred a shorter travel time and, with faster travel between Boston and New York, ridership would increase, thus justifying the selection of the Preferred Route.

Local Impact

In addition, the new fifty mile line from Old Saybrook, CT to Kenyon, RI proposes the addition of second rail line on the shore less than 1 mile from the current rail line. This requires acquisition of rights of way and property acquisition to support the new line. There was no consideration in the DEIS or the FEIS of the negative economic effects that such close proximity of rail lines would have to neighborhoods and business zones within the affected towns that would be divided or fragmented. In Old Lyme, CT an analysis of recent real estate transactions already shows economic impact due to the decline of more than 31 percent in sales and 13 percent in median price (2016 vs. 2015). This report was prepared by the Warren Group, publisher of The Commercial Record and reported in the February 3, 2017, *The Day*. While the data is necessarily limited based on the short period, it appears that property on the market has experienced a substantial reduction as a result of the presence of the "line on the map."

Cost/Benefit Analysis

In addition to the environmental considerations addressed above, we are also of the opinion that the cost benefit analysis does not correctly measure the economic opportunities and costs presented by each of the alternatives. In fact, some of the analysis leaves the impression that with the contemplated reduction in fares, the preferred mode of travel will not be the high speed express service, but rather the slower Intercity – Corridor (IC-C) option. In addition, it would appear that the economics presented would encourage ridership to shift to the IC-C at the cost of the express service and further burden the rail system with unprofitable routes that would need

subsidies to continue to operate. While the DEIS was "not intended for a fare maximizing or ridership maximizing analysis," a sound analysis of fare and ridership behavior is critical to understanding which "preferred investment program" to select.

In response to the AMTRAK comments, the FRA stated that the effort was focused on maximizing ridership without regard to fares. Passengers will make decisions based on the economics of transportation mode, as is pointed out in the body of the FEIS. To dismiss the comments of AMTRAK on fares, profitability and subsidies was wholly inconsistent with the stated purpose of the Draft and Final EIS – to provide the basis for a sound investment plan for the next two decades.

Without a sound understanding of the behavior of the passengers and their motivations, a sound economic decision cannot, and should not, be made. For example, data on the ridership share of the various modes in the three alternatives for travel between New York and Boston show very significant increases in the ridership on the IC-C line when compared to the percentage increases for the express service. Such an increase is to be expected where the fare, in the assumptions used, is decreased by 30% or more for the non-express services. With such an assumption, there should be little need for high-speed infrastructure at the costs presented.

In the DEIS, Alternatives 2 and 3 showed an incremental improvement in the express service ridership over the no action alternative between Boston and New York. ***Alternative 1 shows a decline in ridership from the current level, even with the improvements proposed and a 25-minute reduction in travel time and the implementation and cost of the new 50-mile shoreline route.*** While not evident from the data and not explained in the FEIS, the likely increase in ridership in the express service in the DEIS alternatives 2 and 3 could be attributable to the route change encompassing the Greater Hartford area, much more populous than the Connecticut shore, not a reduction in the travel time, as suggested by the FEIS. This raises questions about the economics of the new 50-mile shoreline route, particularly since an improved New Haven-Hartford-Springfield line will expand ridership without the through travel to Boston.

With these fare and ridership assumptions, improving safety and upgrading the existing service from New Haven to Rhode Island, and insuring the resiliency of the railroad would seem to be the best alternative to meet the needs of the IC-C rider. By reducing the capital outlay, the investment would be more attractive and current and anticipated needs of the ridership could be met through 2040.

The FRA's ridership figures distort the value of improved service, reduced travel time, sensitivity to pricing (based on business versus non-business rail use) and overall system performance in this region. Coupled with significant fare reductions in the non-express service, the demand and the cost benefit of an improved NEC has not been

estimated so that a sound investment decision cannot accurately be made. Revenues generated cannot be adequately determined and, consequently, it is not known whether the operators will be able to cover the costs of operation or if subsidies will be required. Poor operating profit performance will have a bigger impact than the no action alternative as service levels, infrastructure maintenance, equipment purchase, replacement and maintenance and overall poor performance take a toll on the "new" NEC. ***This investment decision needs to be made on more than the capital committed to improvements and also needs to at least look at the long-term impacts of costs and revenue generation beyond the 2040 horizon.***

While the extensive analysis undertaken by the FRA in the Tier 1 activity needs to have some time boundaries to make the data manageable, without some insight into the period beyond the time horizon, an investment decision is hampered by the limited period of operational time versus useful life of the product. Here it is possible that decisions could be driven to lower cost alternatives because the implementation could occur early and have a longer visible payback before the 2040 horizon. Some of the projects contemplated may not be completed within the next twenty–three years resulting in an apparent no return on investment scenario, when in fact such improvements could be most valuable in terms of economic activity in an affected region.

Impact on Connecticut

An analysis of the jobs available within thirty-minute train travel time shows much greater impact of the NEC in the Hartford/New Haven Area with Alternatives 2 and 3. ***Alternative 1 shows only 30,000 more accessible jobs than the no action alternative, even with improved travel times, whereas Alternatives 2 and 3 show an incremental 650,000 jobs accessible from the NEC. It seems incredible that this tremendous economic impact in Connecticut was not given more weight.***

The Preferred Alternative includes the electrification of the New Haven-Hartford-Springfield line and adding two tracks to the existing two tracks. This economic benefit is capable of being realized. However, the accessibility of jobs for the Springfield, MA area are shown as zero which is counterintuitive given the reach of rail service south with improved reliability, frequency and speed. If the prediction of zero accessible jobs from Springfield, MA is correct, then there must not be any additional jobs accessible for Hartford, CT, either. The logic used needs to be consistent between points included in the NEC.

The economic benefit of improving the rail service to Hartford and Springfield could be substantially improved by including a route to Storrs, CT, the main campus of the University of Connecticut. The connection of the University of Connecticut campus to the NEC opens up tremendous opportunity for the economy of Connecticut and the surrounding region by adding another major university accessible through the NEC. In

addition to the student population connecting to a much larger job market, the ability to connect the research and other resources of the University of Connecticut to a larger economic marketplace would have profound consequences for surrounding area from Boston to New York.

Summary

The State of Connecticut is most impacted by the changes contemplated by the FEIS. The Alternative 1 Preferred Alternative imposes large, negative impacts on the state, with virtually no benefits. If this route is modified, NEC Future could have a transformational effect on Connecticut's economic activity. The increase in the number of jobs accessible, the increased access to academic and research facilities in the state and a significant improvement in the state's rail service, all dictate that ***the state and local governments should have an active role in selecting the right investment for the State, one that balances the costs and the benefits to support the State's economic development future. Maintaining the existing commuter and Northeast Regional service along the shore and moving high-speed rail inland with service in Hartford, and appropriate feeder lines, would ensure some redundancy and the broadest economic opportunity for the State.***

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NEC FEIS Comments - RECORD #798 DETAIL

Status : [redacted]
Record Date : 2/16/2017
First Name : Chuck
Last Name : Hinckley
Stakeholder Comments/Issues :

Following up to the NEC Future public presentation in Baltamore, which I attended.

I am from Old Lyme, CT, and have an extensive background in infrastructure development including in NY State and California. I have performed billions of power plant projects with both AECOM and PB over the years.

I live right on the main street, Lyme Street in the heart of the historic district in the Captain David Chadwick House [redacted]), am on the Board of the Florence Griswold Museum, and myself own a large collection of Old Lyme, and American Impressionist art. I know well many of the folks you are hearing from.

I do NOT support the “No to the bypass” movement. Any rational review of the information would conclude (1.) pouring money into the existing shoreline is a waste of money, and (2.) putting a new line to the North of I-95 would have far less environmental impact than improving the existing line.

HOWEVER, I am concerned that the FEIS as drafted does not provide the Agency with the flexibility it will need going forward, and that the FEIS as drafted will itself harm our community and important environmental attributes such as the National Historic Landmark the Florence Griswold Museum, for example.

I pointed out three things during our meeting in Baltimore:

1. Dont give the tunnel in 4.7.7 and then take away the tunnel in the provisos later in Section 4, and otherwise in various exhibits, etc. Please be very clear, if the routing goes through the OL Historic District, the construction method will be a tunnel notwithstanding the language elsewhere in the ROD/FEIS. Also, you should give yourself the flexibility in Tier 2 to look at routing OUTSIDE the Historic District. In my view, the best routing is crossing the river in a new bridge at the current bridge location, for which there is a ROD/EA neg dec, going in the existing routing past the OL Country Club, and past the OL Historic District THEN going North through 2 acre zoning land.

2. Expand the possible routing around New London so that you can go South of Uncasville but NORTH of the Navy Base/Coast Guard Academy. This will cost less, have less impact, etc. I’m not sure your current Gold Star Bridge plan is feasible. This will avoid predictable USN issues, USCGA issues, and the main issues of the City.

3. Just say in the ROD you will stay clear of the Mystic Aquarium/Seaport. You will, so say it. This was not addressed. But as a non-profit, they will have the same issue fundraising that I am worried about at the Flo Gris art museum.

Thanks much, and I am happy to be helpful as well as firm on protecting the important historical resources of

our town.

Thanks,

Chuck Hinckley

cell: [redacted]

NEC FEIS Comments - RECORD #799 DETAIL

Status : [redacted]
Record Date : 2/16/2017
First Name : Tom
Last Name : Gentz
Stakeholder Comments/Issues :

To Whom It May Concern:

I attach a letter that I mailed to Secretary Chao on Dropping the Bypass.

I sent a similar letter to President Trump.

Sincerely,

Tom Gentz
Former Charlestown Rhode Island Town Council President

Thomas B. Gentz
[redacted]
Charlestown, RI 02813
[redacted]

Subject: Drop the FRA Old Saybrook, CT to Kenyon, RI Bypass

Dear Secretary Chao,

I am writing to urge you to request FRA to drop the Old Saybrook, CT to Kenyon, RI Bypass (the Bypass) from the NEC Future before the end of the Tier 1 EIS.

We appreciate your meeting with us on Friday, February 10, 2017 and your leadership for having the FRA extend the comment time frame for the Tier 1 Final EIS.

It is crucial not to let the proposed Bypass go to Tier 2.

The important issues are:

- South County supports high speed rail to Providence.
- Create jobs now. A rapid start to job creation and rail speed improvement will be created by rail improvement on the existing right of way if the Bypass is removed from Tier 1. Upgrading the current rail bed right of way means construction and engineering jobs now, not waiting 30-50 years from now when the eminent domain process necessary for the Bypass is complete. Concentrate on the Baltimore and Hudson River Tunnels and other choke points for faster passenger service.
- The FRA proposed Bypass actually holds fast train service hostage to a lengthy process of eminent domain, numerous lawsuits and finding funding, whereas moving the preferred alternative to the current rail right of way allows upgrades and engineering to occur now to improve train service to Providence.
- The Bypass does not increase speed because it includes a tunnel. Future fast trains will go slower than they do now. According to Amtrak officials, fast trains have to slow to 80-90 mph to go through a tunnel. The Acela currently averages 100 mph on the existing tracks through Charlestown and Richmond. No time is saved, the capital cost is significant, the construction and environmental costs are large, the political and the environmental damage is great, and the return on investment is negative.
- Save Money. The Bypass will cost billions dollars in just Rhode Island alone. Upgrade the existing rail bed and save RI taxpayers hundreds of millions.
- Save time and avoid costly lawsuits. The state of Rhode Island, five

municipalities, land trusts, and the Narragansett Indian Tribe are obligated to go to court to protect dozens of properties conserved in perpetuity, which the Bypass threatens to destroy.

- Saving farms decreases food transportation costs for all Rhode Islanders.
- Save open space that are valued by residents from all over the state of RI and beyond. An attraction for Metro Rhode Island residents is how easy it is to get to the both the ocean and large recreational areas of open space in South County.
- No open space will be secure in Rhode Island and funding will in jeopardy for future open space. Public trust will be lost because open space investors believe perpetuity means forever. Rhode Island taxpayer money was used for the purchase of Open Space. Private foundations and Land Trusts working together will fight and litigate to protect their assets. Sale of protected land without a battle is not feasible. Often an easement protecting land and water resources have multiple trustees that would work together to fight development. The State of Rhode Island and its Department of Environmental Management is often a trustee and would be engaged here. Failure to remove the Bypass entirely from Tier 1 will force a legal response from all impacted parties. Taxpayers will be negatively impacted.
- Westerly's water supply is negatively impacted. Westerly and some of Stonington, CT would lose 60 percent of their municipal water supply. Their well field produces 6.5 M gallons a day. If a desalination plant has to be constructed due to the Bypass construction, it will cost Westerly taxpayers $73 M. The Towns of Charlestown and Richmond are dependent on private wells which could be severely impaired with tunneling and track construction.
- Technology will increase capacity and speed such as Positive Train Control. New technology not considered by the FRA proposal and an improved infrastructure utilizing the current rights of way meet the goal of increased speed on current tracks at a far lower cost.
- Wood – Pawtucket River has been nominated by Congress as a Wild and Scenic River.
- Remove the shadow of diminished property values by 25% that will needlessly hang over impacted citizens for 30-50 years near the Bypass, with no resolution, as is happening in Connecticut.
- Join with your colleagues in the State of Connecticut to drop the bypass. The Governor of Connecticut, Senator Blumenthal and Connecticut legislators oppose the Bypass. It makes no sense to keep it in RI if it doesn't connect through Connecticut. The Bypass may not make it across the Connecticut or Thames Rivers as Connecticut is blocking the Bypass.
- The Federal Railroad Administration must "make diligent efforts to involve the public," as required by C.F.R. 1506.6(a), and for the purposes of providing sufficient detail for timely decision-making. There are four decades of court decisions affirming the right of the public and the necessity of decision-makers to make an informed decision. There has been a lack of study, and information. This is a once-in-a-generation chance to

draw the blueprint for the entire Northeast Corridor, and the FRA has chosen to construct the Bypass with nothing more than "readily available information."

- Due diligence cannot follow decision making. Who makes decisions without key stakeholder engagement and data points that support the decision? The FRA put you, our Congressional Delegation, State Legislators and the Governor in this position. You must be furious that the FRA put you in this position.

The Federal Railroad Administration's (FRA) Tier 1 Final EIS is faulty and deficient with respect to jobs now in Rhode Island and impacts in South County with the entire EIS process from scoping in 2012 until and including the December 2016 release of the Final EIS has not followed the spirit of the National Environmental Policy Act (NEPA). This has resulted in significant omissions in the natural and cultural resource data, especially with respect to Section 4(f) and Section 6(f) resources. The FRA's use of incomplete data has resulted in a fundamentally flawed EIS. The many omissions and misrepresentations have already been summarized and sent to you.

The Bypass must be removed from Tier 1 and not left hanging in negotiation. Failure to remove the Bypass Proposal from Tier 1 coupled with an idea of renegotiating the terms of a modified proposal in Tier 2 will leave open the alternative of eliminating Providence as a rail center in a subsequent negotiation. Providence would still be vulnerable to being held hostage in a Tier 2 negotiation. Protect Providence and South County by pulling the Bypass idea now.

Because of the many and extreme negative environmental and cultural impacts that would be caused by the Bypass, we ask that the Bypass be removed from the plan before the ROD in Tier 1. Drop the Bypass now, fix the current railway infrastructure and ensure fast train service to Providence.

We look forward to your leadership on dropping the Bypass.

Sincerely,

Tom Gentz, Former Charlestown Town Council President

CC by email:
Senator Whitehouse
Congressman Langevin
Governor Raimondo

NEC FEIS Comments - RECORD #800 DETAIL

Status : [redacted]
Record Date : 2/16/2017
First Name : Tom
Last Name : Gentz
Stakeholder Comments/Issues :

To Whom It May Concern:

Below is an email I sent to Senators Reed and Whitehouse, Congressman Langevin and Rhode Island Governor Raimondo.

Sincerely,

Tom Gentz
Former Charlestown Rhode Island Town Council President

-----Original Message-----
From: Tom Gentz
Sent: Thursday, February 09, 2017 3:07 PM
To: Chris Albert
Cc: George Carvalho ; Karen Bradbury ; Seth Klaiman ; Stuart Malec ; Helen Manning ; Brett Smiley ; Jamie Silvestri ; Paul Michaud ; Kim Coulter ; Ken Payne ; Karen Jarett ; Dinalyn Spears ; Frank Landolfi ; Tom Gentz ; Julie Carroccia ; Virginia Lee ; Elaine Morgan
Subject: Drop the Old Saybrook, CT to Kenyon, RI Bypass from the Tier 1 Final EIS

Hi Chris,

I preparation for the meeting with the Senator, Friday February 10, 2017, I am have written the following areas of interest as background.

Dear Senator Reed,

We are writing to urge you to request FRA to drop the Old Saybrook, CT to Kenyon, RI Bypass (the Bypass) from the NEC Future before the end of the Tier 1 EIS.

We appreciate your meeting with us on Friday, February 10, 2017 and your leadership for having the FRA extend the comment time frame for the Tier 1 Final EIS.

It is crucial not to let the proposed Bypass go to Tier 2.

The important issues are:

- South County supports high speed rail to Providence.
- Create jobs now. A rapid start to job creation and rail speed improvement will be created by rail improvement on the existing right of way if the Bypass is removed from Tier 1. Upgrading the current rail bed right of way means construction and engineering jobs now, not waiting 30-50 years from now when the eminent domain process necessary for the Bypass is complete. Concentrate on the Baltimore and Hudson River Tunnels and other choke points for faster passenger service.
- The FRA proposed Bypass actually holds fast train service hostage to a lengthy process of eminent domain, numerous lawsuits and finding funding, whereas moving the preferred alternative to the current rail right of way allows upgrades and engineering to occur now to improve train service to Providence.
- The Bypass does not increase speed because it includes a tunnel. Future fast trains will go slower than they do now. According to Amtrak officials, fast trains have to slow to 80-90 mph to go through a tunnel. The Acela currently averages 100 mph on the existing tracks through Charlestown and Richmond. No time is saved, the capital cost is significant, the construction and environmental costs are large, the political and the environmental damage is great, and the return on investment is negative.
- Save Money. The Bypass will cost billions dollars in just Rhode Island alone. Upgrade the existing rail bed and save RI taxpayers hundreds of millions.
- Save time and avoid costly lawsuits. The state of Rhode Island, five municipalities, land trusts, and the Narragansett Indian Tribe are obligated to go to court to protect dozens of properties conserved in perpetuity, which the Bypass threatens to destroy.
- Saving farms decreases food transportation costs for all Rhode Islanders.
- Save open space that are valued by residents from all over the state of RI and beyond. An attraction for Metro Rhode Island residents is how easy it is to get to the both the ocean and large recreational areas of open space in South County.
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of Environmental Management is often a trustee and would be engaged here. Failure to remove the Bypass entirely from Tier 1 will force a legal response from all impacted parties. Taxpayers will be negatively impacted.

- Westerly's water supply is negatively impacted. Westerly and some of Stonington, CT would lose 60 percent of their municipal water supply. Their well field produces 6.5 M gallons a day. If a desalination plant has to be constructed due to the Bypass construction, it will cost Westerly taxpayers $73 M. The Towns of Charlestown and Richmond are dependent on private wells which could be severely impaired with tunneling and track construction.
- Technology will increase capacity and speed such as Positive Train Control. New technology not considered by the FRA proposal and an improved infrastructure utilizing the current rights of way meet the goal of increased speed on current tracks at a far lower cost.
- Wood – Pawtucket River has been nominated by Congress as a Wild and Scenic River.
- Remove the shadow of diminished property values by 25% that will needlessly hang over impacted citizens for 30-50 years near the Bypass, with no resolution, as is happening in Connecticut.
- Join with your colleagues in the State of Connecticut to drop the bypass. The Governor of Connecticut, Senator Blumenthal and Connecticut legislators oppose the Bypass. It makes no sense to keep it in RI if it doesn't connect through Connecticut. The Bypass may not make it across the Connecticut or Thames Rivers as Connecticut is blocking the Bypass.
- The Federal Railroad Administration must "make diligent efforts to involve the public," as required by C.F.R. 1506.6(a), and for the purposes of providing sufficient detail for timely decision-making. There are four decades of court decisions affirming the right of the public and the necessity of decision-makers to make an informed decision. There has been a lack of study, and information. This is a once-in-a-generation chance to draw the blueprint for the entire Northeast Corridor, and the FRA has chosen to construct the Bypass with nothing more than "readily available information."
- Due diligence cannot follow decision making. Who makes decisions without key stakeholder engagement and data points that support the decision? The FRA put you, our Congressional Delegation, State Legislators and the Governor in this position. You must be furious that the FRA put you in this position.

The Federal Railroad Administration's (FRA) Tier 1 Final EIS is faulty and deficient with respect to jobs now in Rhode Island and impacts in South County with the entire EIS process from scoping in 2012 until and including the December 2016 release of the Final EIS has not followed the spirit of the National Environmental Policy Act (NEPA). This has resulted in significant omissions in the natural and cultural resource data, especially

with respect to Section 4(f) and Section 6(f) resources. The FRA's use of incomplete data has resulted in a fundamentally flawed EIS. The many omissions and misrepresentations have already been summarized and sent to you.

The Bypass must be removed from Tier 1 and not left hanging in negotiation. Failure to remove the Bypass Proposal from Tier 1 coupled with an idea of renegotiating the terms of a modified proposal in Tier 2 will leave open the alternative of eliminating Providence as a rail center in a subsequent negotiation. Providence would still be vulnerable to being held hostage in a Tier 2 negotiation. Protect Providence and South County by pulling the Bypass idea now.

Because of the many and extreme negative environmental and cultural impacts that would be caused by the Bypass, we ask that the Bypass be removed from the plan before the ROD in Tier 1. Drop the Bypass now, fix the current railway infrastructure and ensure fast train service to Providence.

We look forward to your leadership on dropping the Bypass.

Sincerely,

Julie Carroccia, Vice President Charlestown Town Council
Tom Gentz, Former Charlestown Town Council President

CC:
Senator Whitehouse
Congressman Langevin
Governor Raimondo

NEC FEIS Comments - RECORD #801 DETAIL

Status : [redacted]
Record Date : 2/16/2017
First Name : Peter
Last Name : Cable
Stakeholder Comments/Issues :

The attached document is, for the record, my feedback on the Preferred Alternative of NEC Future Tier 1 FEIS.

Attachments : nec_tier1_feir_pgc.pdf (53 kb)

Feedback on the Preferred Alternative of the Tier 1 FEIS

I am a 50 year inhabitant of New London County, CT, with 45 years of residence in Old Lyme, and I am writing to articulate the inappropriateness of the Tier1Final EIS preferred alternative - incorporating a new rail line between Old Saybrook , CT and Kenyon, RI - for the residents of the region. The new rail line offers virtually no improvement in service to the area affected (New London County, CT, and Washington County, RI) and threatens the inhabitants with several potential cultural, historical and environmental dangers. As an inhabitant of a predominantly rural area, I would very much like to see improved intercity and regional rail service, and believe the FRA has good alternative choices to the one being proposed as the preferred alternative in the Tier 1Final EIS.

Regarding the ineffectiveness of service provided by the preferred alternative new rail line, there is provision in the Tier 1 Final EIS for a single new station, situated in West Mystic, CT, presumably – as indicated by station name - serving New London and Mystic. Unaccountably the new station would not be close enough to either New London or Mystic to appropriately and conveniently service anticipated commuter traffic to Groton and New London (for, e.g., General Dynamics Corp Electric Boat Division employees) or tourist traffic to both Mystic (e.g., Mystic Seaport and Mystic Aquarium destinations) and New London (for, e.g., the planned National Coast Guard Museum). The preferred alternative new rail line through Southeastern Connecticut and Western Rhode Island provides an estimated 30 minute travel-time saving for intercity travel, but unfortunately provides no further improved service within the region directly affected by the construction, operation and maintenance of the new segment.

More important than the lack of improved service for the affected region, the CT-RI new rail segment threatens serious harm to this area of half a million residents. The two communities most visibly adversely affected are Old Lyme and New London. In the Tier 1Draft EIS a new segment bridge across the Connecticut River was to have bisected Old Lyme's historic district, run directly through the campus of the Lyme Academy College of Fine Arts and cut through the protected Lieutenant River marshland. In response to public outcry and to avoid this cultural and environmental travesty, the FRA changed the bridge to a tunnel under the Connecticut River from Old Saybrook to Old Lyme.

Though some analysis of this revised alternative should have been evident even at the Ties 1 level, direct cost estimates for the tunnel alternative were not spelled out in the Tier 1 Final EIS. Nevertheless rough magnitudes of cost used by the FRA can be gleaned from FEIS Volume 2 model estimates for tunnel boring, these estimates being about $0.5B-1B per mile of tunnel length. For a presumed ruling grade of 2% for passenger rail in the proposed tunnel, the required length of the tunnel from Old Saybrook to Old Lyme would need to be at least 4-5 miles long, depending how deep below the river bed the tunnel was bored, and would result in a FRA Connecticut River tunnel cost estimate of $2.5B-5B. By way of comparison with the real world,

the Highway 99 tunnel in Seattle, WA, currently being bored in sediment similar to the proposed tunnel under the Connecticut River, is 1.7 miles long and is anticipated to cost $3.4B when completed. That would suggest that, since boring is the driving cost of tunnel construction, a completed NEC tunnel under the Connecticut River actually would cost $8B-$10B (in current dollars) rather than the $2.5B-5B suggested in the Tier 1 Final EIS. It seems very unlikely that a project costing on the order of $10B to connect Old Saybrook to Old Lyme could be approved. That conclusion indicates that the NEC preferred alternative tunnel under the Connecticut River is not a serious option and raises the possibility of reappearance of the unacceptable Connecticut River bridge crossing in the FRA Tier 2 phase of planning.

New London also is directly affected adversely by the proposed new rail segment. The city of New London is only 10 square miles in area, and this area is divided by the passage of I-95, which separates a college district, containing the US Coast Guard Academy and Connecticut College, from the downtown district, containing restaurants, businesses, and music and art enterprises, including the Garde Art Center. A new rail line running parallel to I-95, in addition to depleting especially valuable land, can only serve to exacerbate the disconnect between college and downtown districts in New London, without providing the opportunity for improved commuter or tourist service.

Most of the shoreline towns in New London County and Washington County are rural in character and largely depend on private groundwater wells for water. The proposed new rail segment would run through Aquifer Protection Areas in East Lyme and Stonington, as designated by the State of Connecticut, and would transit the Pawcatuck Basin Aquifer System, a sole source aquifer as designated by the US EPA, supplying water to Southeastern Connecticut and Southern Rhode Island. In addition, an examination of a surficial aquifer potential map prepared by the State of Connecticut indicates that there are at least 6 aquifers essential for residents with dug water wells that would be transited by a new NEC rail segment. The emission of organic and inorganic substances from the construction and operation phases of the proposed new rail segment poses a potential hazard to all the groundwater systems identified in the new segment region of influence. With so many of the half million residents of New London and Washington Counties potentially affected by the probable dangers of the new rail line, it is unfortunate that no accounting is forthcoming at this stage and any proposed mitigation must await a Tier 2 EIS.

The residents of the region affected by the preferred alternative new rail segment through Southeastern CT and Southern RI care about preservation of land in an undeveloped and environmentally responsible way. To that end, the citizens of the area have acquired properties to insure that these lands are immune to development and environmental degradation. In Southeastern CT alone the new rail segment would transgress 5 properties that are municipally owned open space parcels and 4 that are community land trust properties. This violation of open space protected by the residents of these communities seems to take no account of the

expressed wishes of the area inhabitants. In addition to putting aside the demonstrated protection of land by residents, the Final EIS offers no assurance that the protected land can indeed be protected.

The long list of concerns outlined above does not mean I believe that nothing should be done to improve rail service from New Haven north by enhancements to intercity performance and improvements in regional service and resilience of the NEC system from New Haven. First, I believe that planned upgrades to the shoreline route in Southeastern Connecticut, including bridge improvements and planned bridge replacement over the Connecticut River, should be performed as soon as feasible. Also, the most vulnerable spots along the region's existing rail line are in Niantic and Stonington, and it would seem that funds spent on building a new rail segment could be better allocated to upgrading the existing line at those locations and strengthening it against sea level rise and consequent effects of severe storms. Such measures should increase the accessibility of the line (that is, level of service) and its resiliency against impending effects of climate change. Also, planned service from Hartford to Springfield in the Tier 1 Final EIS preferred alternative should provide additional needed service to cities now underserved in the Northeast Corridor.

Finally, it can be hoped that, because the NEC improvements are more than a decade off, the FRA will consider emerging infrastructure technologies certain to influence rail systems of the future. In particular, information and communication technology, as realized in "big data" and the "internet of things", promises to offer possibilities for markedly improved freight and passenger rail service within the constraints of existing rail bed infrastructure. The huge project cost and unsuitability of the proposed TIER 1 FEIS land acquisition in New London County, CT, and Washington County, RI, should have promoted, at the current stage, more serious consideration of the opportunities for using information and communication technology to markedly improve existing rail capacity for the NEC Future. Specifically, in Europe where constraints on available land and high costs of new rail infrastructure have limited new rail-line possibilities, more serious consideration has been given to using communication-based signaling systems, with projections of achieving 50% increases in capacity on existing rail-beds in the 20 to 30 year time frame. There is really no excuse, at this juncture, for the FRA to not be including these advanced communication technology considerations in plans for the Northeast Corridor.

Peter G. Cable
Old Lyme

NEC FEIS Comments - RECORD #802 DETAIL

Status : [redacted]
Record Date : 2/16/2017
First Name : Sing
Last Name : With B Music
Stakeholder Comments/Issues :

To Whom it May Concern at the FRA,
For all the reasons below, I am voicing my strong opposition to the “Old Saybrook to Kenyon Bypass.”

-Narragansett tribal land and sacred burial sites will be negatively affected along with hundreds of acres of active farms.
-Nearly 1,800 acres of park lands and other conserved open space including the Carter and Grills Preserve and the Wild and Scenic Pawcatuck River
-The EPA designated sole source aquifer that is the source of drinking water for both towns will be impacted.
-Important wildlife habitat will be disrupted along with historic sites, listed on the historic register.
-Low and moderate income housing in certain villages will be destroyed.
-Property contaminated by the United Nuclear Facility and currently used passively in The Nature Conservancy’s Francis Carter Preserve will be disturbed! This could have a huge environmental impact!
-Residents’ housing and land values will most likely see a reduction for the next 30-50 years or more.

The negative impacts in Charlestown and nearby Westerly and Richmond are vast. Keeping the high speed rail in the current right of way will avoid all of these impacts, save the state of Rhode Island millions of taxpayer dollars and still allow for modern high speed rail transportation to link Providence to Boston and New York. As a taxpayer in Charlestown, RI, I am asking that the very and flawed “Bypass” section of the EIS, be removed form the FRA’s EIS and long term plans for the North East Corridor and keep the railroad on its current right of way.

Thank you, for your consideration on this important matter,
Sincerely,
Barbara Beyer
[redacted]
Charlestown, RI 02813

Thank you for LIKING Sing With B on Facebook
www.facebook.com/SingWithB

View a short video at www.singwithb.com
Barbi Beyer, director
Sing With B Music
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NEC FEIS Comments - RECORD #803 DETAIL

Status : [redacted]
Record Date : 2/16/2017
First Name : Andrew
Last Name : Llaguno
Stakeholder Comments/Issues :

My name is Andy Llaguno - [redacted] Charlestown, RI. I am opposed to the bypass! I have been writing to you since the first news of the bypass that will destroy my home. I am begging you to avoid the bypass going thru Sand Plain Road, in Charlestown, RI !!

By young boys, wife and I had built the home 15 years ago. It is bran new. Its taken us all those years to upgrade all things we have: paved driveway, two car garage with a loft, finished basement, mature landscape (which I started from scratch - 50 flowering shrubs, and 30 flowering trees, white pines, etc) fenced in back yard, extra large deck, finished basement, hard wood floors, new bathrooms, wood burning stove, water softener system, external and internal new lightening, etc. etc.

I have saved years and slow made upgrades over the last 15 years to make our house a great home. We never planned on moving. The plan is to send our kids to the University of Rhode Island where I work. Then, we planned on retiring and have the house paid off with the lowest taxes in the state.

It was part of our "American Dream". I don't make a lot of money (we spend most of our time enjoying our home/property) but the one thing, I have always prided myself is having a nice and beautiful home for my kids, wife and family. The location is great - close to the beach and work for myself and wife. We have a 3.5 acre lot surrounded by beautiful wetlands over 50 acres behind our home where no one can build.... We never in-visioned a train coming close to our home since its almost a mile from us.

I welcome all of you to come to my home for a bbq, beer, etc to see how much effort I have put into the home during my younger years. I do not want to start all over again.

When we hear of fair market value and eminent domain - There is no way that I (my family) will ever get back such a great house, because they will compare the value to all the homes in the neighbor and mine has much more and time and years of hard work put into it. In addition we will never get the privacy, land, taxes and low rate (which I refinanced 3x to get such a low rate). I have already looked online and there is nothing close - and at least a few hundred thousand more since there is not that many homes off a busy road in Charlestown.

I can keep telling you how much we love our neighborhood, friends, and community. We dont want to see anyone displaced. I can keep telling you how involved I am in the community and done all the right things - paying taxes and bills on time. In this day and age no one should be able to

hold their thumb on anyone's home or property for all those years it may take to build this rail road... but I am sure you are sick of hearing about it.
There are so many people and reasons why you should not do the bypass in Charlestown. The opposition is strong in my town, county, southern end of the state and neighboring state in CT. I am begging you again to avoid our neighbor on [redacted]n Charlestown, RI. Work within current the lines, soften the curves - go more north. Just stay off [redacted] last thing we want is a train in our back yard too! Try and think about it - if it where you.
If you should have any questions - I can be reached at [redacted]
Please stay away from Sand Plain Road and save our home!

HAVE A GREAT DAY
ANDREW LLAGUNO, MSED, ATC, CSCS, PES

On Tue, Feb 14, 2017 at 1:34 PM, Andrew Llaguno [redacted]> wrote:

> To Whom It May Concern,
> My name is Andy Llaguno - [redacted] Charlestown. My home will
> be destroyed if the bypass goes thru. I am opposed to the bypass!
> It seems to me by overwhelming response in CT, all of South County RI,
> Westerly, Charlestown, Richmond, S. Kingstown, etc, my community,
> neighbors, the Indian lands, farm owners, private properties, preserves,
> environmental folks, water shed, our town leaders, governor, and state reps
> all wrote letters to oppose the bypass.
> Please listen to the people in the effect areas that are opposed for so
> many reasons. Take us off the tier one plan! Work within the lines -
> soften the curves but please do not take away our homes.
> RI is the State of Rhode Island Providence and Plantations. Providence
> means to protect nature and Plantations is farm lands. We are a small
> state and loose so much for so little gain. One minute of time for 1
> billion dollars - the cost benefit is not there to displace so many people
> who enjoy where we live.
> Please save my home - my kids and family would be heart broken!
> If you should have any questions - I can be reached a[redacted]
> [redacted] Do the right thing and save our home!
>
> There is nothing "Fair" about Fair Market Value if you are not willing to
> sell or give up all the hard work and years that went into our homes and
> properties. There is nothing left in Charlestown that compares to what we

> have built and invested to replace it for the value you will give us. I
> dont want this cloud over us for the next 20 plus years too. No one
> should have that right for that long!
>
> HAVE A GREAT DAY
> ANDREW LLAGUNO, MSED, ATC, CSCS, PES
>

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: wilmapco@wilmapco.org
web site: www.wilmapco.org

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Robert J. Alt
Mayor of Elkton

Jennifer Cohan
Delaware Dept. of Transportation
Secretary

Connie C. Holland
Delaware Office of State Planning
Coordination, Director

Alan McCarthy
Cecil County Executive

Matthew Meyer
New Castle County Executive

Heather Murphy
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Michael S. Purzycki
Mayor of Wilmington

Michael Spencer
Mayor of Newport

WILMAPCO Executive Director
Tigist Zegeye

February 1, 2017

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 would like to take this opportunity to comment on the Northeast Corridor (NEC) FUTURE Tier I Final Environmental Impact Statement (EIS): Preferred Alternative. 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 11th 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. WILMAPCO supports the need 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 encourage the continuing economic development of the City of Wilmington.

WILMAPCO has studied the Preferred Alternative and the service recommendations within the Tier 1 Final EIS and we support the need to transform the NEC to accommodate faster train trips and expanded service to new markets. We understand that this document lays out the proposed concepts without providing all the details necessary to perform a thorough evaluation of all planning within the EIS. However, we feel that we must take this opportunity to provide our comments for the record, to indicate both our support for some ideas and our concerns with concepts that we do not feel support the ongoing transportation planning within our region.

WILMAPCO feels very strongly that riders must be able to connect directly to the airport from the Biden Amtrak Station in Wilmington, 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 two-train trip with a detour into Philadelphia. 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. There are too few Amtrak stops at the Newark Station to create a good connection to the airport. There are currently no Amtrak stops at Fairplay Station, and the proposed stations at Newport and Edgemoor do not yet exist, so Wilmington is the most logical place to make that connection.

WILMAPCO has concerns regarding the proposed track paths for the Preferred Alternative where it deviates 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.

In Cecil County, MD, the NEC is constrained by a six-mile-long two-track segment, instead of three or four tracks found on other NEC segments. WILMAPCO coordinated with MDOT, DelDOT, NS and Amtrak to complete the Chesapeake Connector Freight and Rail Passenger Benefits Study, which outlined the benefits of adding a third track to this segment, as well as developing concept designs for the expansion project. This section of track appears 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 both the NS Newark freight Yard in Newark, DE and the Port of Baltimore, MD. WILMAPCO believes that the Chesapeake Connector should be addressed within the EIS and while sections 4.6.4 notes that additional track should be constructed between Bayview, MD and Newark, DE we would like to see a specific reference to this important project which appears to fall outside of the new track segments shown in Cecil County.

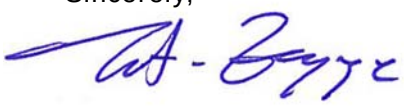
WILMAPCO also has major concerns with the path of the Preferred Alternative with new track segments adjacent to the Newark Train Station and through the City of Wilmington, DE. A new, two-track segment of the NEC is proposed to run along the current NEC alignment after entering Delaware to the west of Newark and passing under SR 2. It is noted in section 4.7.3 that this will require the relocation of the Newark Train Station and reconfiguration of existing tracks. We must bring to your attention that the Newark Station will undergo a $49 million reconstruction and improvement project which will begin this spring (2017) and will create a new multi-modal hub, the Newark Regional Transportation Center (NRTC). This project has been in planning since 2005, and Amtrak staff has been assisting the project team since 2012 to complete the design and engineering. The completion of the NRTC will remove a chokepoint on the NEC (noted in section 4.6.1) 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. The relocation of this station in the near future would result in a complete waste of the funding that has already gone into the creation of a new station, so we request that further study and conversation with local, state and regional governments be undertaken before the alignment of this new NEC track be confirmed. During the construction of this project, Amtrak will be completing work on a complimentary project to expand the distance between the four tracks and reconfigure the Davis interlocking, which will accommodate higher-speed train service at this location. We reiterate that a great deal of collaboration will be needed so as not to negate this ongoing work with the Preferred Alternative.

The selected path through southern Wilmington appears to follow an existing freight rail right-of-way, and we anticipate that there will be negative impacts to the existing wetlands and the Southbridge community that are located along this ROW. We again suggest that trains continue to utilize the current alignment through Wilmington and the existing train station. WILMAPCO feels that the lack of a connection to the Biden Amtrak Station for the proposed highest speed train service (220 mph) is one of our regions greatest concerns. 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. daily. 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 to the fastest train services that can be planned for the NEC as part of the proposed service expansion.

WILMAPCO is encouraged to see that the Tier 1 Final 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). We look forward to coordination with your team as we advance the design of these new train stations, which will create new economic opportunities for those areas with the potential for expansive TOD projects.

Thank you for the invitation to collaborate with you in the NEC Future planning process. Please contact myself or Dave Gula (dgula@wilmapco.org or 302-737-6205) for more information about WILMAPCO's rail plans or any further detail regarding our comments of the Final EIS.

Sincerely,



Tigist Zegeye, Executive Director

CC:
Jennifer Cohan, DelDOT
John Sisson, DTC
Heather Murphy, MDOT
Kevin Quinn, MTA

NEC FEIS Comments - RECORD #804 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : Tom
Last Name : Stapleton
Stakeholder Comments/Issues :

I'm a home owner near the proposed area the new tracks would be placed. I'm very concerned about the impact this will have on my property and the quality of life in my neighborhood. I would not be for adding a high speed track any where near my home in Abingdon.
Tom Stapleton [redacted]Abingdon MD

Sent from Yahoo Mail on Android

NEC FEIS Comments - RECORD #807 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : Janis
Last Name : Solomon
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned about the effects of a northeast corridor that would go through our city along Interstate 95 and would also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region. The historic train station in downtown New London connects with ferry service to Block Island, Long Island, and Fishers Island, as well as regional, local, and national bus lines. It would be a big mistake to remove Amtrak and Acela service from that location.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,
Janis Solomon
[redacted]
Quaker Hill, CT 06375

Sent from my iPad

NEC FEIS Comments - RECORD #808 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : Linda
Last Name : Thacher Visscher
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through New London, along Interstate 95 and that will also impact historic structures and landscapes in Old Lyme, Mystic, Stonington, Native American land in eastern Rhode Island, and a significant aquifer in Westerly, RI.

I would llike the Federal Rail Association (FRA) to consider another route, away from the coast, to connect Boston and New York with high speed service.

Who really is going to benefit by this high speed route? Amtrak and the handful of riders who will shave 20 minutes off between New York and Boston. Is that worth the expense and destruction of communities? Perhaps money is better spent improving reliability, improving existing crossings and generating less expensive train tickets. In a car culture such as the US, very few people can actually afford to take the train even when it is an option.

Thank you for this consideration.

Sincerely,
Linda Visscher
Mystic, CT
[redacted]

NEC FEIS Comments - RECORD #809 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : Bruce
Last Name : Velletri
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

Laura Velletri

[redacted]

Groton, CT 06340

NEC FEIS Comments - RECORD #810 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : Brendan
Last Name : Herr
Stakeholder Comments/Issues :

I am a resident of Rhode Island and I strongly support investment in the intercity rail infrastructure of the Northeast. Please consider cost-effectiveness, reducing travel times, increasing capacity, and protection against sea level rise in planning for the future of the NEC. Furthermore, please focus on the construction projects that will improve trip times the most for the least cost.

Thank you,
Brendan Herr
Providence, RI

NEC FEIS Comments - RECORD #811 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : christine
Last Name : crawford
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for your attention to our very real concerns,
Christine Crawford
[redacted]
New London, CT. 06320

Sent from my iPad

NEC FEIS Comments - RECORD #812 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : Tom
Last Name : Lescoe
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

INSERT YOUR NAME
AND ADDRESS

NEC FEIS Comments - RECORD #813 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : L
Last Name : Roselund
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

Linda Roselund
[redacted]
Waterford, Ct 06385

Sent from my iPhone

NEC FEIS Comments - RECORD #814 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : Constance
Last Name : Kristofik
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

Constance Kristofik

[redacted]
New London, CT 06320

[redacted]

Sent from Outlook<http://aka.ms/weboutlook>

NEC FEIS Comments - RECORD #815 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : G
Last Name : T. Couser
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

G Thomas Couser
Quaker Hill CT

Sent from my iPhone

NEC FEIS Comments - RECORD #816 DETAIL

Status : [redacted]
Record Date : 2/17/2017
First Name : JOHN
Last Name : DEREDITA
Stakeholder Comments/Issues :

NEC FUTUREU.S. DOT Federal Railroad AdministrationOne Bowling Green, Suite 429New York, NY 10004With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.Thank you for this consideration.Sincerely, John Deredita, Ph.D., [redacted], New London, CT 06320. John Deredita[redacted]

NEC FEIS Comments - RECORD #817 DETAIL

Status : [redacted]
Record Date : 2/18/2017
First Name : John
Last Name : Hoye
Stakeholder Comments/Issues :

NEC FUTUREU.S. DOT Federal Railroad AdministrationOne Bowling Green, Suite 429New York, NY 10004

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.
I am also very concerned about the impact this proposed route will have on East Lyme. It is inconceivable that the "planners" of this route did not consider the historic and human costs to pick up 20 min. of time on a trip to Boston.

Thank you for this consideration.

Sincerely,
June M. Hoye [redacted] East Lyme, CT
HAVE A SPARKLING DAY!!!!!

NEC FEIS Comments - RECORD #818 DETAIL

Status : [redacted]
Record Date : 2/18/2017
First Name : Sylvia
Last Name : Malizia
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

Sylvia Malizia
[redacted]
New London, CT
06320

Sent from my iPad

NEC FEIS Comments - RECORD #819 DETAIL

Status : [redacted]
Record Date : 2/18/2017
First Name : Stephen
Last Name : Bessette
Stakeholder Comments/Issues :

FRA,

I am writing to voice my opposition to the proposed NEC rail bypass line as drawn through Old Lyme to Kenyon RI.

This line was drawn without any local consideration and at 30,000 feet its just a line but at ground level the impact stretches from historic villages, many small local businesses, a major New England tourist site, a communities water source and a Native American reservation.

While I am in favor of improvements and think rail is a viable solution, I ask that this Old Lyme to Kenyon bypass be dropped from consideration.

On Saturday, Feb 11, 2017 the following US, CT and local officials came out at our rally in opposition to the plan.

Connecticut's US Senator Richard Blumenthal; CT's US Congressman Joe Courtney; Loren Spears with other Narragansett Tribal members; CT State Senators Paul Formica and Heather Somers; Rhode Island State Senator Dennis Algiere; CT State Representatives Joe De la Cruz, Chris Conley and Devin Carney; CT First Selectmen Rob Simmons of Stonington, Daniel M. Steward of Waterford, and Bonnie Reemsnyder of Old Lyme; Charlestown RI Town Council Vice Pres...ident Julie Carroccia; Westerly RI Town Council President Jamie Silvestri, with Lisa Konicki, President of the Ocean Community Chamber of Commerce, and Westerly Councilor Jean Gagnier; business owners, Kim Coulter of Stoney Hill Cattle Company in Charlestown, Joyce Resnikoff of Olde Mystick Village, Chris Regan of the Groton Shopping Plaza, and Frank Grace of Frank's Gourmet Grille in Mystic; Greg Stroud of SECoast, part of the CT

Trust for Historic Preservation.

This rally also had over 200 citizens from New London (CT) and Washington(RI) Counties voicing their opposition.

Thank you for your consideration

Stephen Bessette

Mystic, CT 06355

[redacted]

NEC FEIS Comments - RECORD #820 DETAIL

Status :	Action Completed
Record Date :	2/18/2017
First Name :	John
Last Name :	Johnson
Stakeholder Comments/Issues :	

NEC FUTUREU.S. DOT Federal Railroad AdministrationOne Bowling Green, Suite 429New York, NY 10004With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.Thank you for this consideration.Sincerely,
John S. Johnson, [redacted], New London, CT 06320

NEC FEIS Comments - RECORD #821 DETAIL

Status : [redacted]
Record Date : 2/18/2017
First Name : Carol
Last Name : Parke
Stakeholder Comments/Issues :

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

I am writing because I am very concerned about plans for a high speed rail bypass through southeastern Connecticut, and specifically, plans for the northeast corridor that will go through New London along Interstate 95. The route as currently planned will also negatively impact historic structures in Old Lyme, and Mystic, not to mention Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route, along with the Old Town Mill. Potentially, other neighborhoods could also be destroyed. New London is also a significant regional transportation hub; so much so that it is essential for the FRA to make mindful decisions when planning such major regional infrastructure changes.

While I do not live in New London, I spent four years at college there and still come to town regularly. Until my own generation, my family, both sides, called New London their home for generations. For many decades between the mid-19th to the mid-20th century, they were among the town's leading citizens, and from them I learned how much New London has contributed to the state over the years. Along with many others, I care deeply about eastern CT and that city, including its history and its current and future wellbeing.

Please do everything you can to consider another route to connect Boston and New York with high speed service. Thank you.

Sincerely,

Carol Reeves Parke
[redacted]
Richmond, VA 23225

NEC FEIS Comments - RECORD #822 DETAIL

Status : [redacted]
Record Date : 2/18/2017
First Name : Alyssa
Last Name : MacLean
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

Alyssa MacLean
[redacted]
New London, CT 06320

NEC FEIS Comments - RECORD #823 DETAIL

Status : [redacted]
Record Date : 2/18/2017
First Name : Sean
Last Name : McQuilken
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

Sean McQuilken
[redacted]
Groton, CT 06340
USA

NEC FEIS Comments - RECORD #824 DETAIL

Status : [redacted]
Record Date : 2/18/2017
First Name : Nicholas
Last Name : Barner
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through my city, New London, along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

Nicholas Barner
[redacted]
New London, CT 06320

NEC FEIS Comments - RECORD #825 DETAIL

Status : [redacted]
Record Date : 2/18/2017
First Name : C.
Last Name : William Stamm
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would like the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

C. William Stamm

[redacted]

Essex, CT 06426

NEC FEIS Comments - RECORD #826 DETAIL

Status : [redacted]
Record Date : 2/19/2017
First Name :
Last Name : Patty
Stakeholder Comments/Issues :

blockquote, div.yahoo_quoted { margin-left: 0 !important; border-left:1px #715FFA solid !important; padding-left:1ex !important; background-color:white !important; } 2/19/17
How can you let this Amtrak bypass happen? Amtrak will save zero time and waste a billion dollars in Charlestown alone. I live a few miles away from [redacted] we live in a beautiful, scenic area abundant with all kinds of wildlife, birds, turtles, deer, fowl, fish, frogs and salamanders to mention a few. What about the noise? Will that chase the bald eagle from it's nesting place on nearby Watchaug Pond? Aren't they still a protected/endangered species?
You can't allow the railroad to cut through historic and productive farmland, destroy homes and the value of real estate in this area as well as land belonging to the Narragansett tribe, haven't you taken enough land from them already!
I don't even understand how land that is a protected under a preserve and a wildlife refuge can even be utilized and wasted on a zero time saving plan for a straighter line of track. How is this action going to protect our water? We have wells here! This plan will impact the Pawcatuck River in several places as well as the Wood-Pawcatuck aquifer. This is a water shed area. What if an accident happens? Are you carrying hazardous materials like fuels that could spill into our water and harm every living thing in this area?
Quite truthfully your Amtrak rates are already over priced and your plan to run your track in a straight line is neither cost effective nor sensible for this area. We do not need or want this! Upgrade the existing area and leave our historical, wildlife and tribal lands alone.
SincerelyPatricia McGovern [redacted] Charlestown, RI 02813

Sent from Yahoo Mail for iPad

NEC FEIS Comments - RECORD #827 DETAIL

Status : [redacted]
Record Date : 2/19/2017
First Name : Penny
Last Name : Newbury
Stakeholder Comments/Issues :

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

The Federal Rail Association (FRA) MUST revise its current route to connect Boston and New York with high speed service.

I agree with everything that is said below, in the "template" I was provided, but I am just so horrified and appalled by this plan that I really don't feel I can be as civil. I do not know if anyone who proposed this has been to the area in which the bypass has been proposed. It would literally destroy this area. Not to mention that Amtrak's service is abysmal and overpriced. I used to use it all the time for work and visiting my sister (from New London to New York), until Soreline East came to New London. I'm VERY satisfied with Shoreline East and then Metro North to NY. The services is 1/3 the price and rarely behind schedule (and it's the same company!! What the$#!! is up with that???) . The holdup for Amtrak is ALWAYS in New York, coming from the south, rarely Boston from the north. Taking the train back to new London from Penn I have NEVER had a train be on time in the 25 years I've been using it. NEVER. This bypass area is not the problem. DC to NY is. You must spend that money to fix the EXISTING tracks from new London to Bostom; then the Acela would work fine for commuters. BUt you still have to figure out howto make the damn thing run on time BEFORE you even get to the proposed bypass area.
This bypass is unnecessary at best, criminal at worst. DO NOT DO IT!!!!!!!

Here's the language they asked me to use:
With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

Thank you for this consideration.

Sincerely,

Penny Newbury
[redacted]
Noank, CT

NEC FEIS Comments - RECORD #828 DETAIL

Status : [redacted]
Record Date : 2/19/2017
First Name : Mona
Last Name : Harmon-Bowman
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would like the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

Dr. Mona Harmon-Bowman
[redacted]
New London, CT 06320

NEC FEIS Comments - RECORD #829 DETAIL

Status : [redacted]
Record Date : 2/19/2017
First Name : Peter
Last Name : Cooper
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned about the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region. Much of our Hodges Square district was destroyed when I95 was 'improved' and has never regained its former vibrancy.

I implore the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service without destroying any historic structures in Connecticut. In an era when we see many historic areas losing structures and land, our American Revolution heritage is likewise disappearing. Please consider a route that truly bypasses our valuable resources.

Thank you for this consideration.

Sincerely,

Peter Cooper
[redacted]
New London, CT 06320

[redacted]

NEC FEIS Comments - RECORD #830 DETAIL

Status : [redacted]
Record Date : 2/20/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect the very important service between Boston and New York.

Thank you for this consideration.

Sincerely,

Mary Beth Baker
[redacted]
New London, ct

Sent from my iPad

NEC FEIS Comments - RECORD #831 DETAIL

Status : [redacted]
Record Date : 2/20/2017
First Name : Tom
Last Name : Andersen
Stakeholder Comments/Issues :

The Connecticut Audubon Society's comments on the tier 1 final environmental study are attached. Thank you.

Tom Andersen
Director of Communications
[http://oi57.tinypic.com/15f65py.jpg]
314 Unquowa Road
Fairfield, Ct. 06824
914 409 6470
www.ctaudubon.org<http://www.ctaudubon.org/>
Follow us on Twitter<https://twitter.com/CTAudubon>
Like us on Facebook<https://www.facebook.com/pages/The-Connecticut-Audubon-Society/157272804378761?ref=tn_tnmn>
914 409 6470

Attachments : CTAudubon FRA NEC letter February 20, 2017 FINAL.pdf (173 kb)

February 17, 2017

Ms. Rebecca Reyes-Alicea
USDOT - Federal Railroad Administration
One Bowling Green, 429
New York, NY 10004

Reference: NEC Future, Tier 1 FEIS

Dear Ms. Reyes-Alicea:
The Connecticut Audubon Society, the state's original and independent Audubon organization, manages five nature centers and 19 wildlife sanctuaries covering over 2,600 acres within the state. These include two programs based on the lower Connecticut River – the Roger Tory Peterson Estuary Center in Old Lyme and an EcoTravel office in Essex. Our mission – to conserve and protect Connecticut's environment through science-based education and advocacy – extends throughout the state through the presence of our centers and the programs we have created addressing Connecticut's diverse ecology.

The Connecticut Audubon Society recognizes that the Northeast needs vastly improved rail infrastructure. However in February 2016, the organization raised several important issues with respect to the alternatives proposed in the Draft Environmental Impact Statement (DEIS) for high speed trains along the Northeast Corridor, specifically through Connecticut.

The FRA's Final Environmental Impact Statement, issued on December 16, 2016, which proposes a bypass through coastal, Southeastern Connecticut and the construction of a new crossing of the Connecticut River Estuary in the form of a tunnel, continues to raise new and substantial questions.

As proposed in the FEIS, this new 50-mile segment would move inland from the Connecticut shoreline at Old Saybrook taking a route roughly parallel to Interstate 95 to Kenyon, RI. To construct this new high-speed line, the FRA proposes acquiring agricultural, scrub, and forest land, and converting it to transportation use.

The precise manner of acquisition is yet to be decided. Presumably, where there is no existing right of way, it would require either purchase or condemnation. Since the FEIS does not explicitly site the new rail line, leaving that determination to Tier 2, it is impossible to say what will be affected.

What we can say is that the Connecticut River Estuary and the supporting environments all constitute one of the richest, and biologically diverse environments in North America for flora and fauna and mankind.

Connecticut River Estuary

The FEIS Preferred Alternative proposes that a tunnel cross the Connecticut River and its estuary/wetlands complex, including the Lieutenant River and the historically and culturally important town of Old Lyme, Connecticut, a *Preserve America Community* with an extensive Historic District that is home to the National Historic Landmark Florence Griswold Museum.

The Connecticut River Estuary extends 9 miles from Hamburg Cove in Lyme to its mouth at Long Island Sound. Known for its iconic beauty, the estuary is recognized as an ecosystem of international importance under the Ramsar Convention and is declared "one of the world's last great places" by The Nature Conservancy. The riverbed's unique geomorphology has prevented the development of heavy industry at its mouth, thus preserving the river for the enjoyment of residents and visitors and offering a scientific baseline for significant and world-renowned estuarine research.

Apart from its natural beauty, the Connecticut River is rare among rivers of the world. As a time-dependent salt wedge estuary, it carries downriver 150,000 gallons of water per second, along with the associated nutrient-rich sediment, stabilizing salt marshes, and enriching Long Island Sound. This sediment plume is especially important to the estuary, as it serves as an essential feeding and breeding ground for hundreds of species of micro- and macro-invertebrates, fish and birds. This daily outflow from as far away as northern New England, provides Long Island Sound with 70 percent of its fresh water as well as important nutrients.

Included among the species that rely on the estuary for survival are a number of endangered, threatened and locally rare species, including Piping Plovers and Roseate Terns. Both Osprey and Bald Eagle, nearly extinct a few decades ago, feed and nest in the estuary and along its banks.

The estuary's extensive tidal marshes are home to Saltmarsh Sparrows. According to Dr. Chris Elphick, evolutionary ecologist and ornithologist at the University of Connecticut, the Saltmarsh Sparrow is within 50 years of extinction because of rising sea levels caused by climate change. Without the protection of the wildlife refuges within the Connecticut River Estuary at Great Island and Ragged Rock Creek, their high marsh environments may disappear. Preservation of the high marsh is dependent on the Connecticut River's unique sedimentation and circulation cycles, which fall within the impact zone of the FRA project and must not be compromised with heavy construction and obstruction in the neck between Old Lyme and Old Saybrook.

Other species in the estuary include various anadromous, catadromous and otherwise migratory fish: American Shad, American Eel, Menhaden, and the federally endangered Shortnose and Atlantic Sturgeon. The sturgeon, especially the Atlantic Sturgeon, were believed to be extirpated from the Connecticut River a century ago. However, in recent years, fingerlings of the Atlantic Sturgeon have been found in the waters of the Connecticut River and confirmed to be native to the river. Atlantic Sturgeon, which genetically inherit a natal fidelity, spawn upriver near the Holyoke Dam in Massachusetts. Sturgeon find their most metabolically valuable feeding ground in the open water and marshes of the Connecticut River Estuary where there is a hearty supply of benthic food. This is so important to the sturgeon that the National Marine Fisheries Service has designated the Lower Connecticut River a "critical habitat" for Atlantic Sturgeon.

Essential to the habitats and feeding grounds of the Connecticut River Estuary is the maintenance of sustainable wetlands, which support the plant and animal life necessary to attract diverse species. Additionally, these wetlands act as an important carbon sink, turning greenhouse gases into plant material which, in turn, supports all levels of the food chain. Additionally, at a time when climate change presents the likelihood of intense storm surges and rising sea levels, these estuary wetlands form a natural barrier, protecting the habitats and human populations from such events.

None of the estuary's ecological service functions can be accomplished without the dynamic interaction of circulation of its waters with the flow of sediment into the marshes and riverbed. This unique dynamic through geologic ages is what has distinguished the Connecticut River Estuary as a salt wedge estuary and is what has prevented industrial development and protected its salt marshes.

Given the complexity of the river's hydrology, and the fact that the FRA has failed to study the environmental impact of a tunnel on the estuary, its habitats, and the vital functions of its wetlands, The Connecticut Audubon Society, opposes the bypass presented in the Preferred Alternative.

Supporting environments including tidal wetlands, local tributaries, and large expanses of contiguous open space and forests

The estuary is part of a complex mosaic of tributary rivers, farmland, forests and mountainous areas. The estuary and its immediate watershed comprise many natural areas that are highly attractive to a diversity of flora, fauna and mankind. Numerous designated open spaces are tied together with a local and state commitment to continually preserve and enhance the region. Thirty years ago, the state of Connecticut and The Nature Conservancy were the dominant owners of open space set aside in perpetuity. Today the town land trusts and open space commissions have grown to the point where in Old Lyme, Old Saybrook, Essex and Lyme, the land trusts and the municipalities own 61% of the property, the state 28%, The Nature Conservancy 8% and the U.S. Fish and Wildlife Service 3%, for a total of 4,200 preserved acres.

<u>This is a compelling reason why the NEC Future process needs to meet with, communicate with, and listen to the local communities and their land trusts as they have a powerful aesthetic, ecological and economic stake in the region.</u>

The estuary and its watershed also contain a plethora of additional open spaces including state parks and forests [e.g., Selden Neck State Park, Beckett Hill State Park and Nehantic State Forest in Lyme, 5,887 acres) and Cockaponset State Forest in Deep River and Chester, approximately 3,000 acres). At the same time the U.S. Fish and Wildlife Service's Silvio O. Conte National Wildlife Refuge includes the Whalebone Cove and Roger Tory Peterson Units in Lyme and Old Lyme. Each makes substantial contributions to the cohesive nature of this area of Connecticut and each contributes to the popularity of the watershed for migratory birds as well as homeowners and tourists.

We are certain that the bypass will cause displacement of animal and avian habitat through the fragmentation of existing open space and green corridors. According to renowned bird ecologist Dr. Robert Askins of Connecticut College, migratory birds need the protection of large, intact forests with interiors far from suburban and agricultural edges. Without this expanse of significant forest acreage, migratory birds show consistently low reproductive rates.

Further fragmentation and human disturbance such creates additional forest edges and results in the long-term loss of migratory, forest-interior breeding birds such as Cerulean Warbler, Black-throated Green Warbler, Scarlet Tanager, Red-eyed Vireo, and Wood Thrush. Many of these and other migratory breeding birds are already suffering long-term population declines, which would be made worse by additional forest fragmentation. Given the speed of the trains and their increased frequency it is not unreasonable to expect more incidents of collision between trains and wildlife attempting to breach the tracks.

The Connecticut River is dependent on the water quality and sediment flow from its tributaries such as the Lieutenant River, the Black Hall River, the Eight Mile River and the Salmon River. Land trusts, local citizens and organizations such as the Nature Conservancy have active programs to restore these rivers so they can play a more powerful role for our flora, fauna and mankind. This includes such steps as designating the Eight Mile River a Wild and Scenic River and removing existing dams.

An additional concern is both the increased frequency of trains and the disruption to animal populations created by the degradation of the environment with respect to increases in ambient noise and vibration. According to the FEIS, New London County, Connecticut, and Washington County, Rhode Island, will experience the greatest increase in both noise and vibration along the path of the new high speed train. This will adversely affect both animal and human populations.

Conclusion

In summary, we strongly suggest that the FRA NEC Future Tier 1 Final EIS must seriously review and refine its environmental impact process before issuing a Record of Decision, for the current FEIS fails to truly analyze the real ecological and historical impacts of the Preferred Alternative, including the proposed tunnel under the Connecticut and Lieutenant Rivers and the Historical District of Old Lyme.

Secondly, we would expect that for a project with such an intense and widespread impact, there should be sufficient engagement within each of the communities that will so profoundly be affected.

Third, we believe there should be a greater effort made to project routes onto maps depicting <u>all</u> undeveloped and open space so that a real assessment can be made of the virgin territory affected and the fragmentation the project might bring.

We suspect that the additional review we are calling for, along with the increased engagement with local stakeholders, will show that the route under the Connecticut River and through Old Lyme is fatally flawed and must be abandoned.

Yours truly,

Nelson North
Executive Director
The Connecticut Audubon Society
314 Unquowa Road
Fairfield, Connecticut 06824

F-1012 Reuter_Robert

Ms. Rebecca Reyes-Alicea

ROBERT REUTER

[redacted]

F-1012 Reuter_Robert

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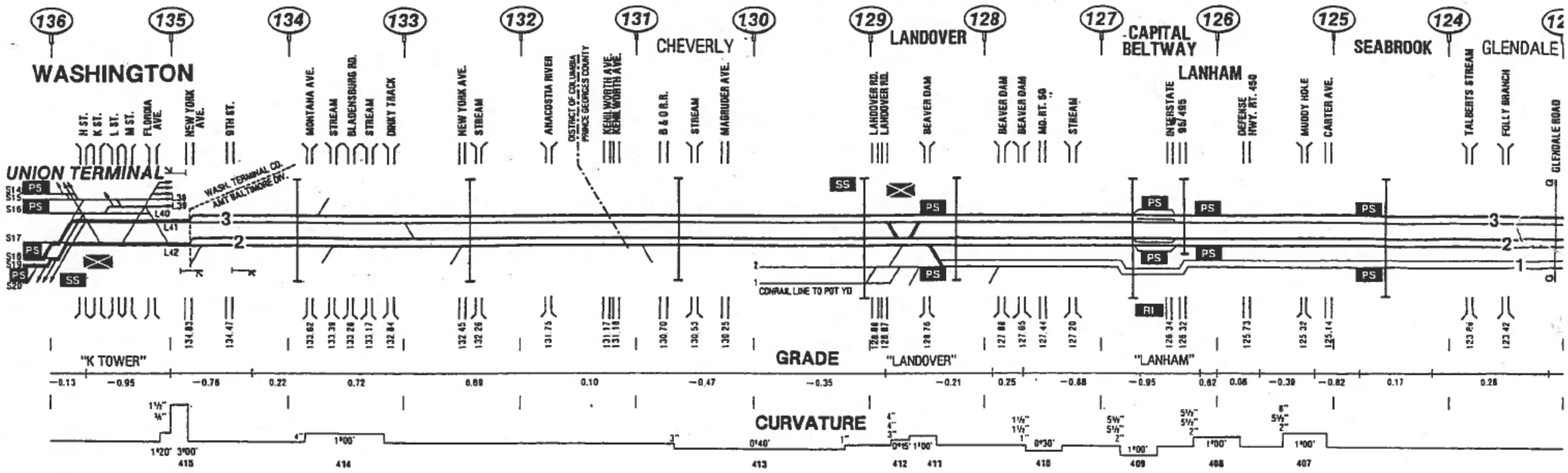

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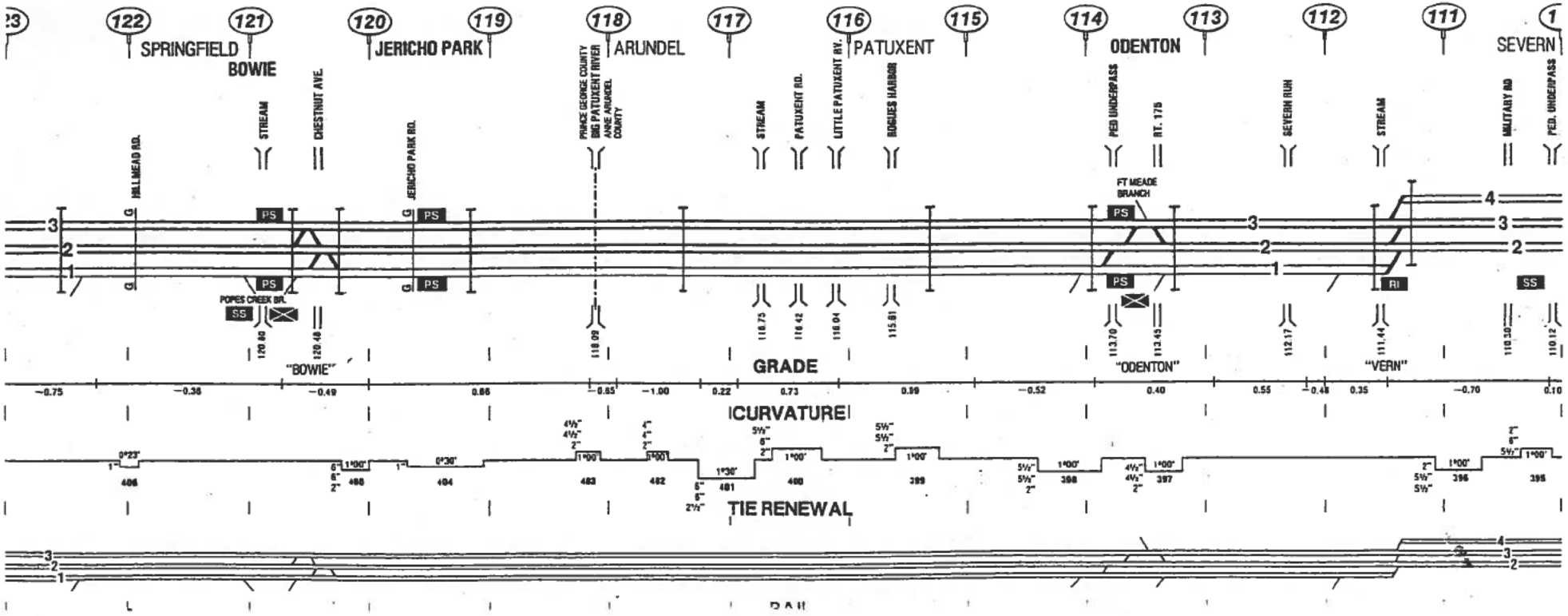

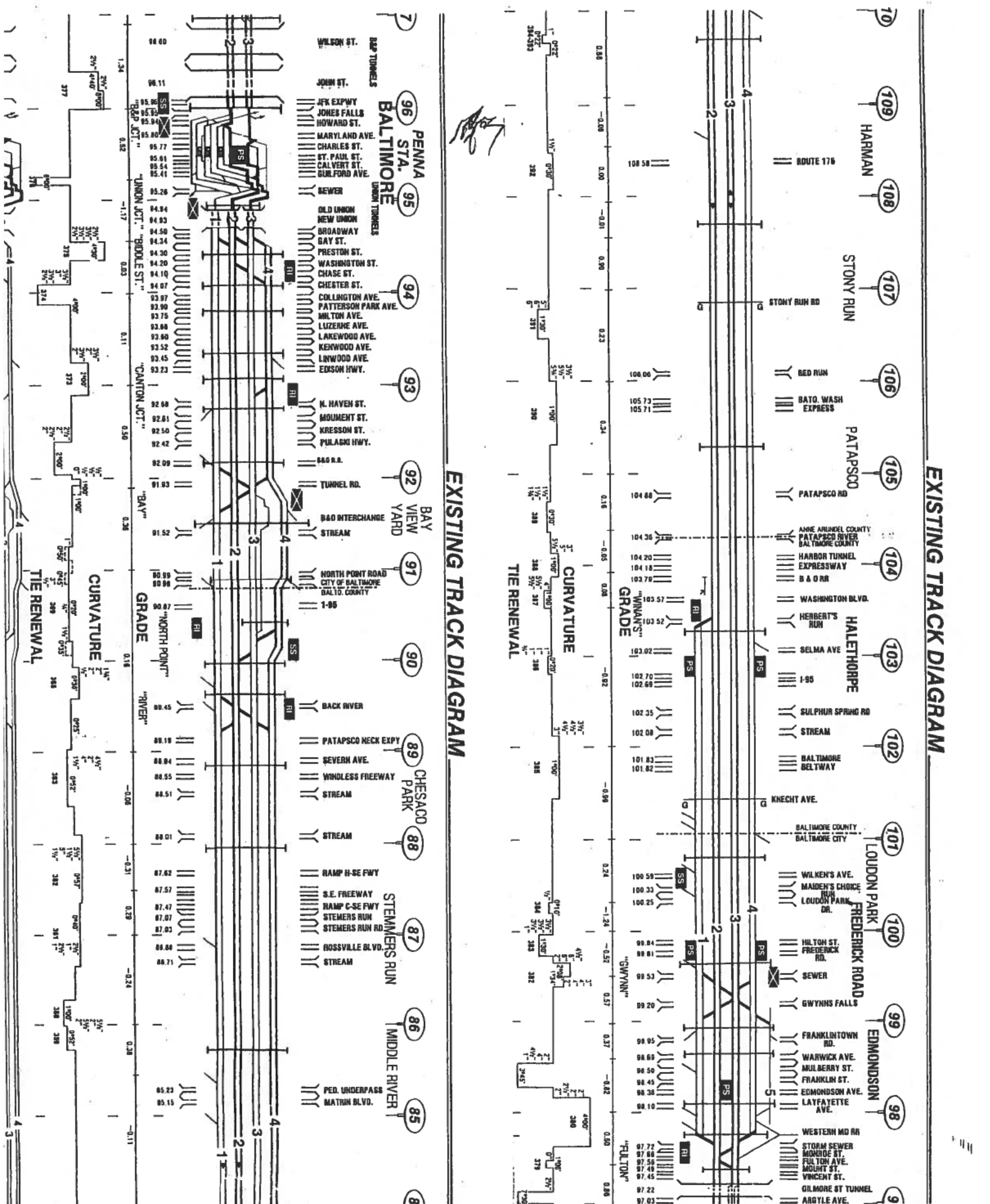
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PENNA STA. BALTIMORE
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STEMMERS RUN
MIDDLE RIVER
HARMAN
STONY RUN
PATAPSCO
HALETHORPE
FREDERICK ROAD
EDMONDSON
LOUDON PARK
WILSON ST.
JOHN ST.
JFK EXPWY
JONES FALLS
HOWARD ST.
MARYLAND AVE.
CHARLES ST.
ST. PAUL ST.
CALVERT ST.
GUILFORD AVE.
SEWER
OLD UNION
NEW UNION
BROADWAY
GAY ST.
PRESTON ST.
WASHINGTON ST.
CHASE ST.
CHESTER ST.
COLLINGTON AVE.
PATTERSON PARK AVE.
MILTON AVE.
LUZERNE AVE.
LAKEWOOD AVE.
KENWOOD AVE.
LINWOOD AVE.
EDISON HWY.
N. HAVEN ST.
MONUMENT ST.
KRESSON ST.
PULASKI HWY.
B&O R.R.
TUNNEL RD.
B&O INTERCHANGE
STREAM
NORTH POINT ROAD
CITY OF BALTIMORE
BALTO. COUNTY
I-95
BACK RIVER
PATAPSCO NECK EXPY
SEVERN AVE.
WINDLESS FREEWAY
STREAM
STREAM
RAMP H-SE FWY
S.E. FREEWAY
RAMP C-SE FWY
STEMERS RUN
STEMERS RUN RD.
ROSSVILLE BLVD.
STREAM
PED. UNDERPASS
MATHIN BLVD.
ROUTE 176
STONY RUN RD
BED RUN
BATO. WASH EXPRESS
PATAPSCO RD
ANNE ARUNDEL COUNTY
PATAPSCO RIVER
BALTIMORE COUNTY
HARBOR TUNNEL EXPRESSWAY
B & O RR
WASHINGTON BLVD.
HERBERT'S RUN
SELMA AVE
I-95
SULPHUR SPRING RD
STREAM
BALTIMORE BELTWAY
KNECHT AVE.
BALTIMORE COUNTY
BALTIMORE CITY
WILKEN'S AVE.
MAIDEN'S CHOICE RUN
LOUDON PARK DR.
HILTON ST.
FREDERICK RD.
SEWER
GWYNNS FALLS
FRANKLINTOWN RD.
WARWICK AVE.
MULBERRY ST.
FRANKLIN ST.
EDMONDSON AVE.
LAYFAYETTE AVE.
WESTERN MD RR
STORM SEWER
MONROE ST.
FULTON AVE.
MOUNT ST.
VINCENT ST.
GILMORE ST TUNNEL
ARGYLE AVE.
"UNION JCT." "BIDDLE ST."
"CANTON JCT."
"BAY"
"NORTH POINT"
"RIVER"
"GWYNN"
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"WINANS"
GRADE
CURVATURE
TIE RENEWAL

F-1012 Reuter_Robert

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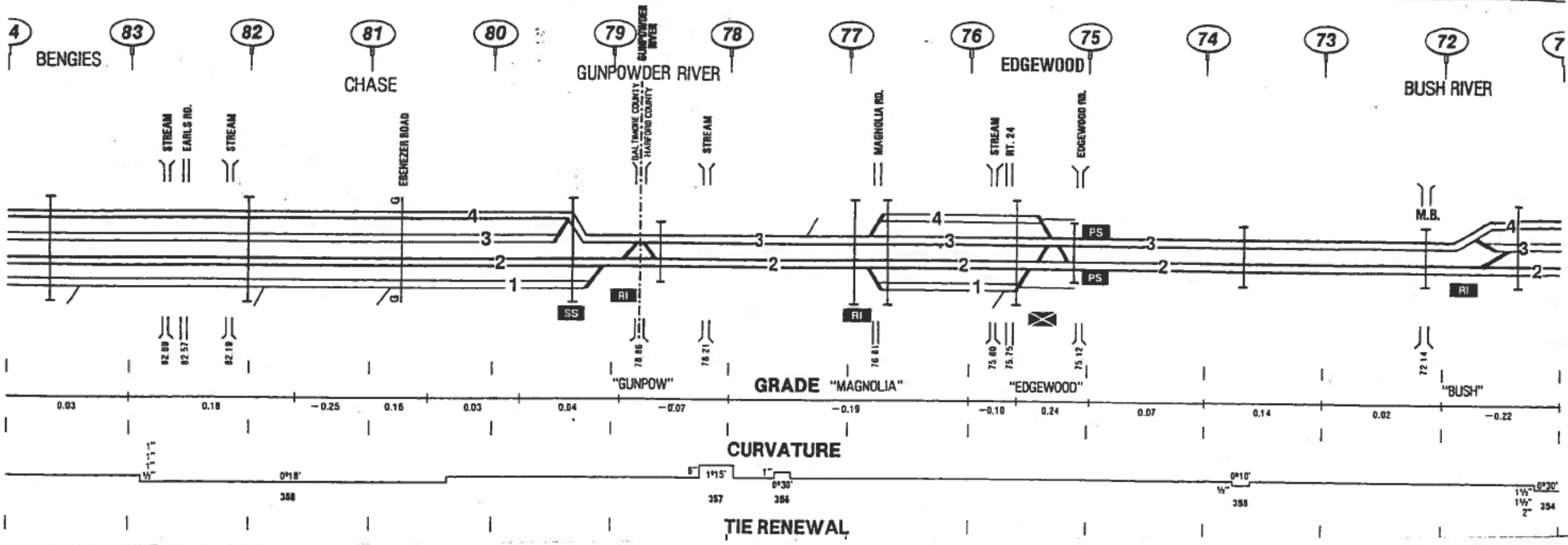

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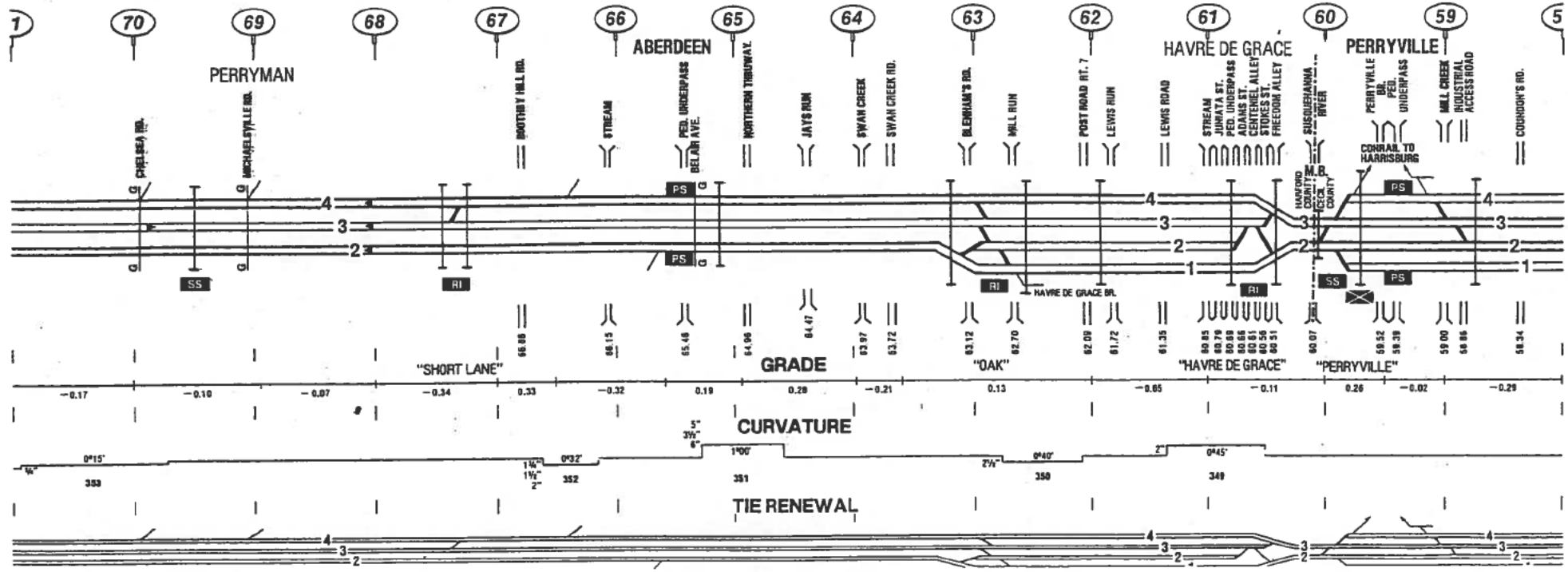

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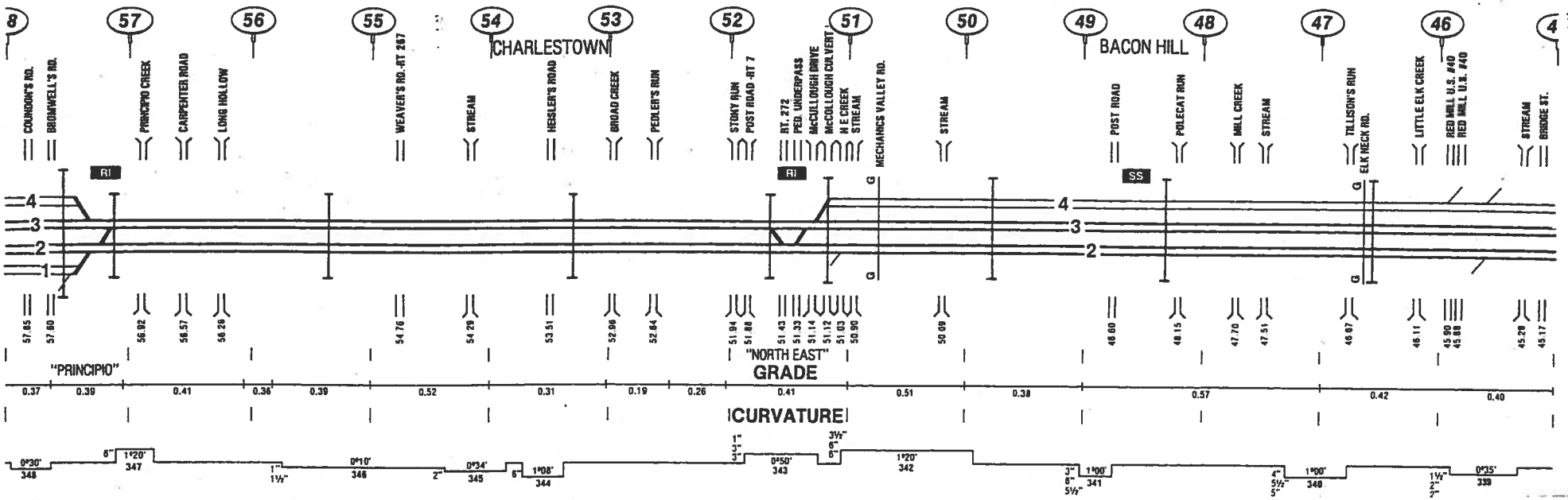

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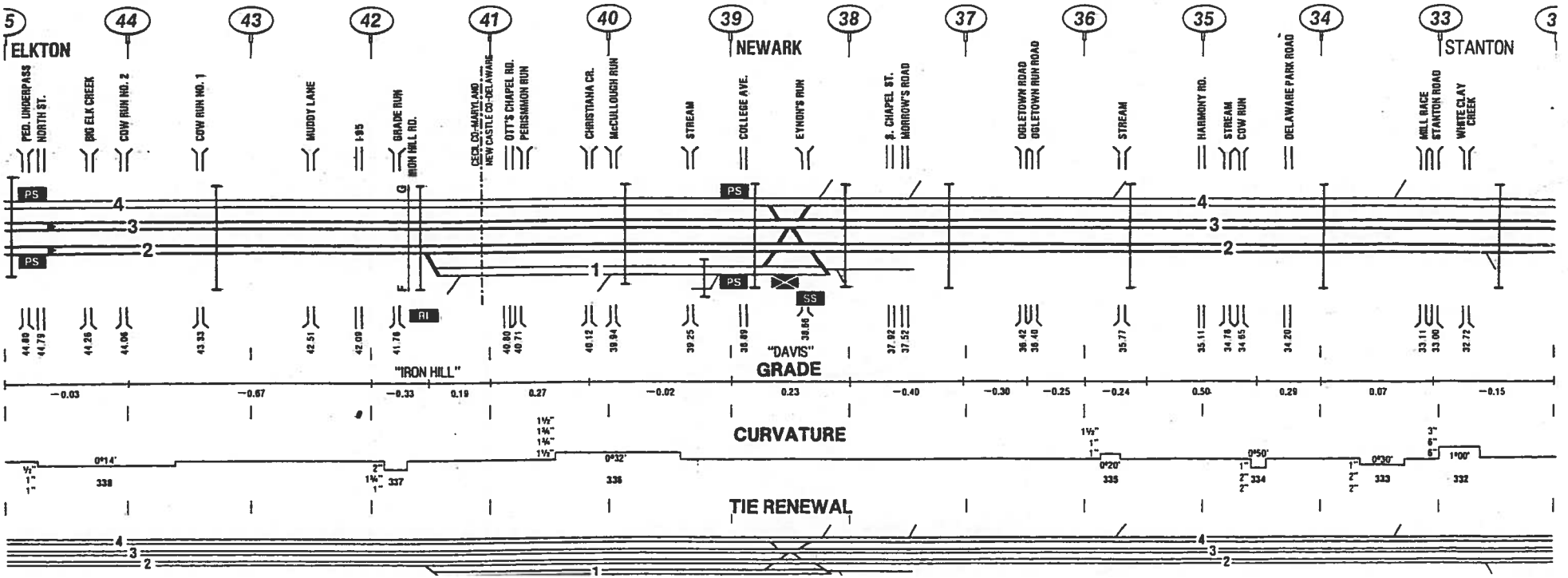

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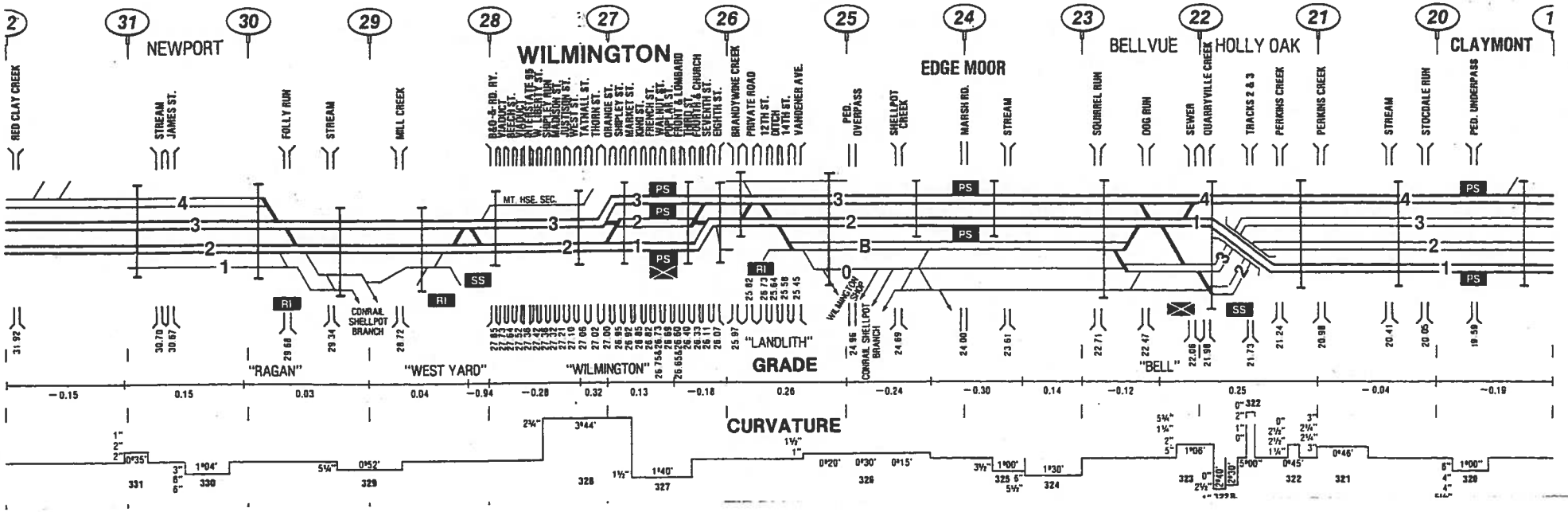

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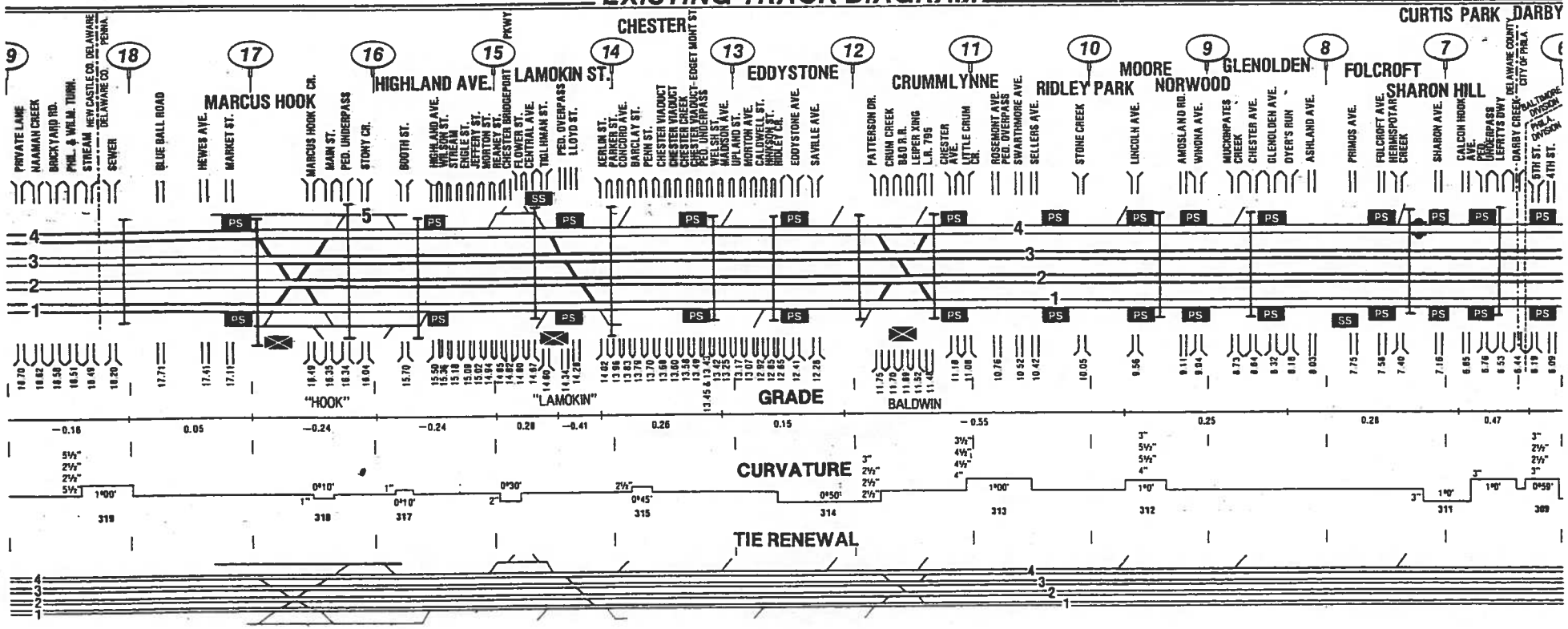

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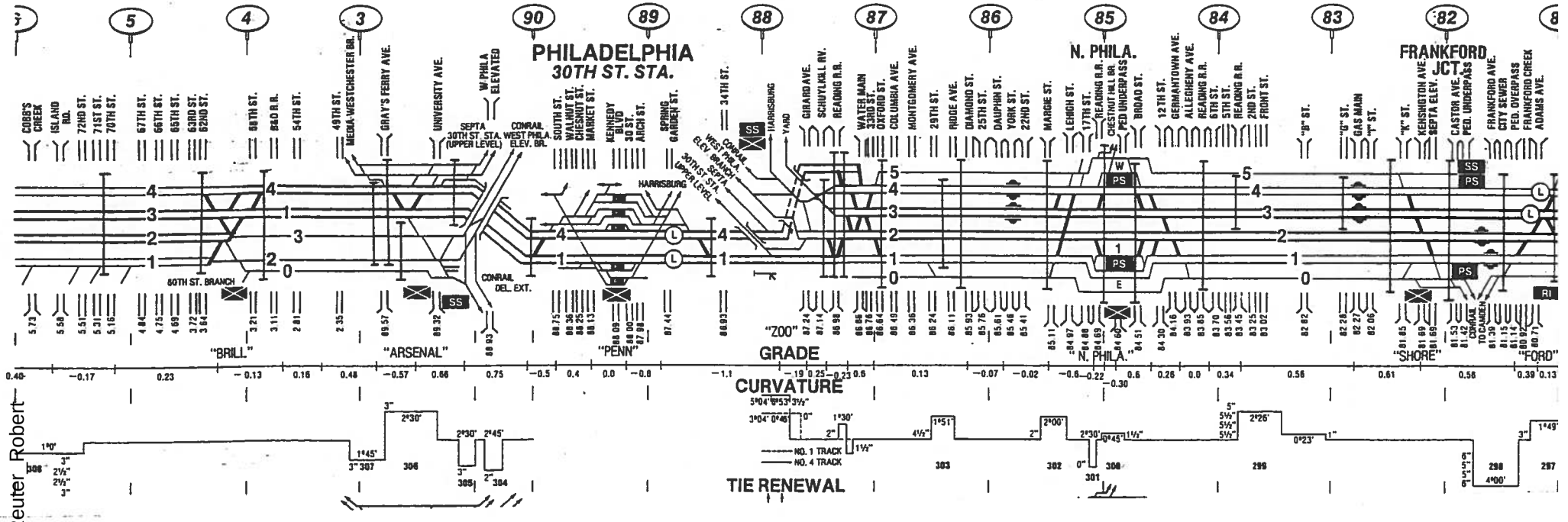

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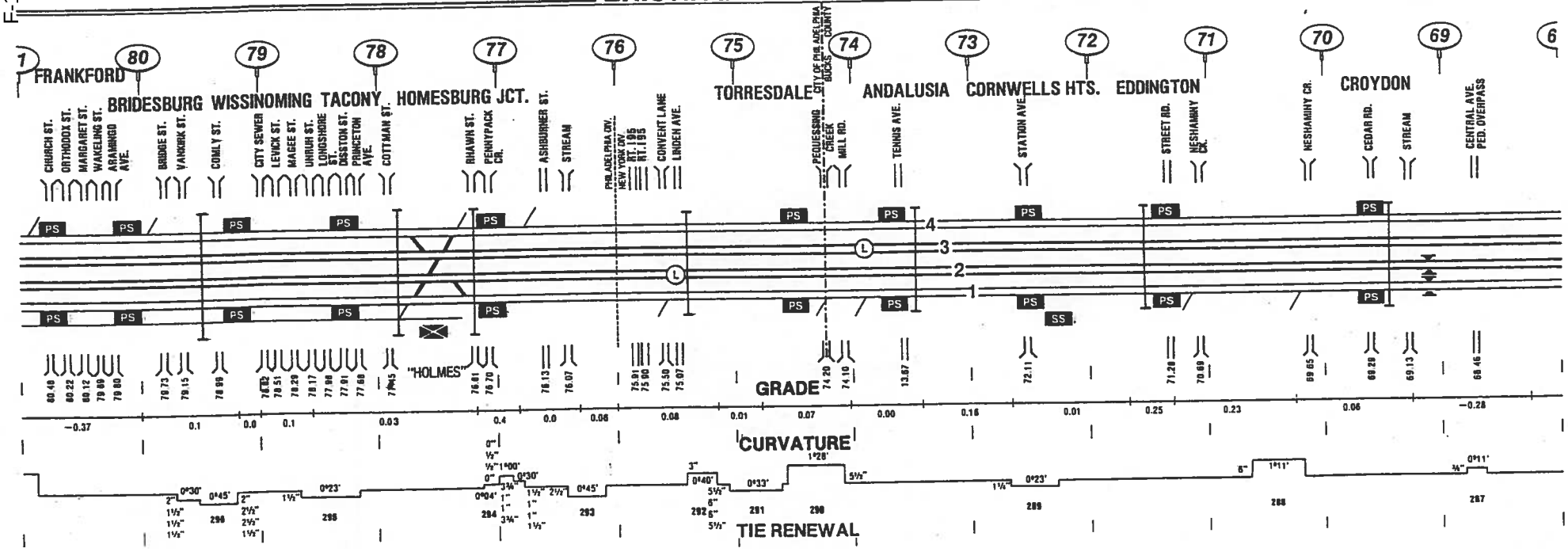

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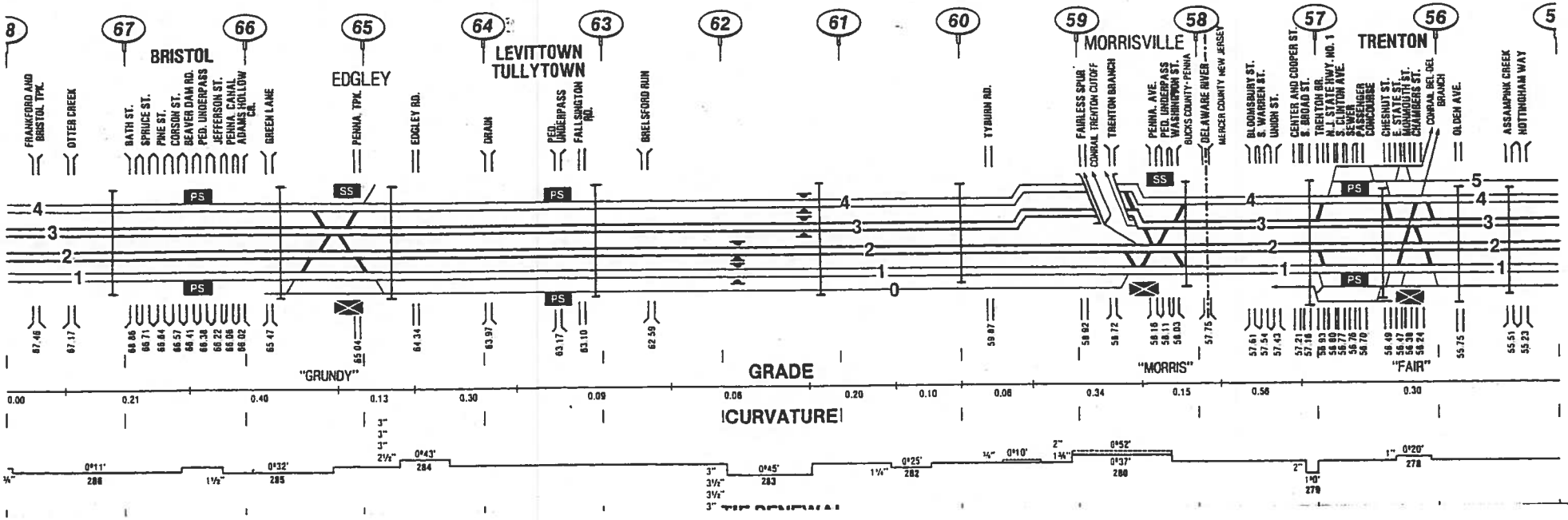

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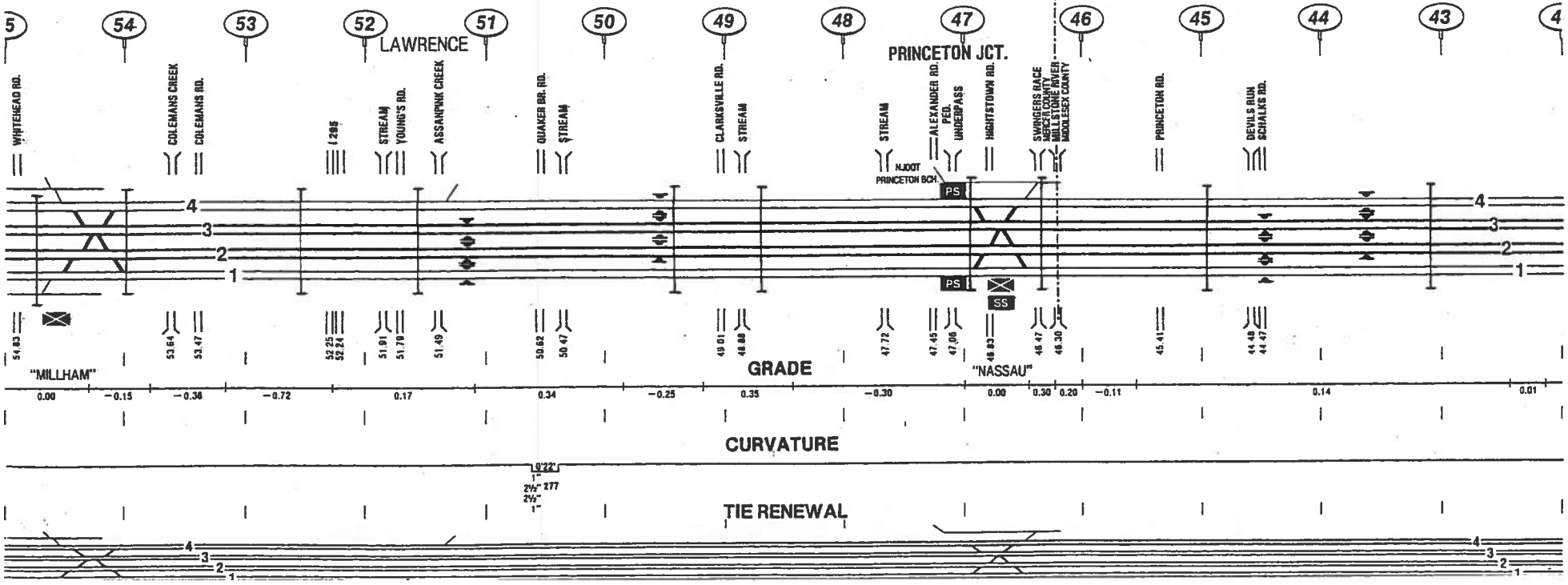

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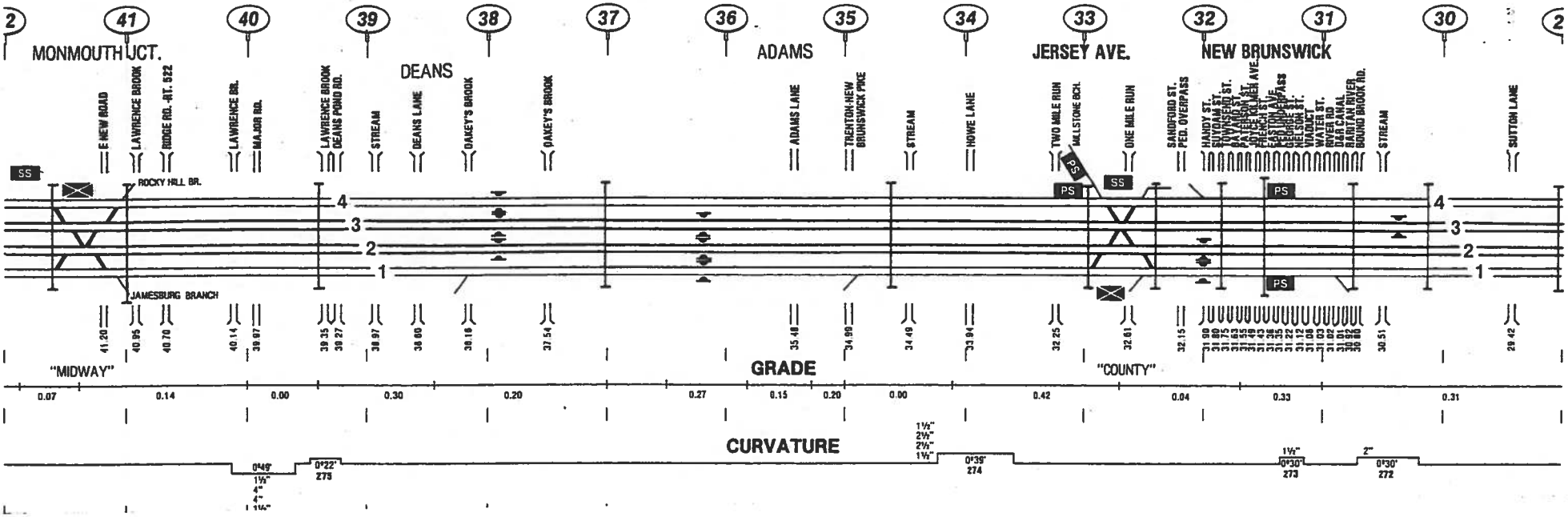

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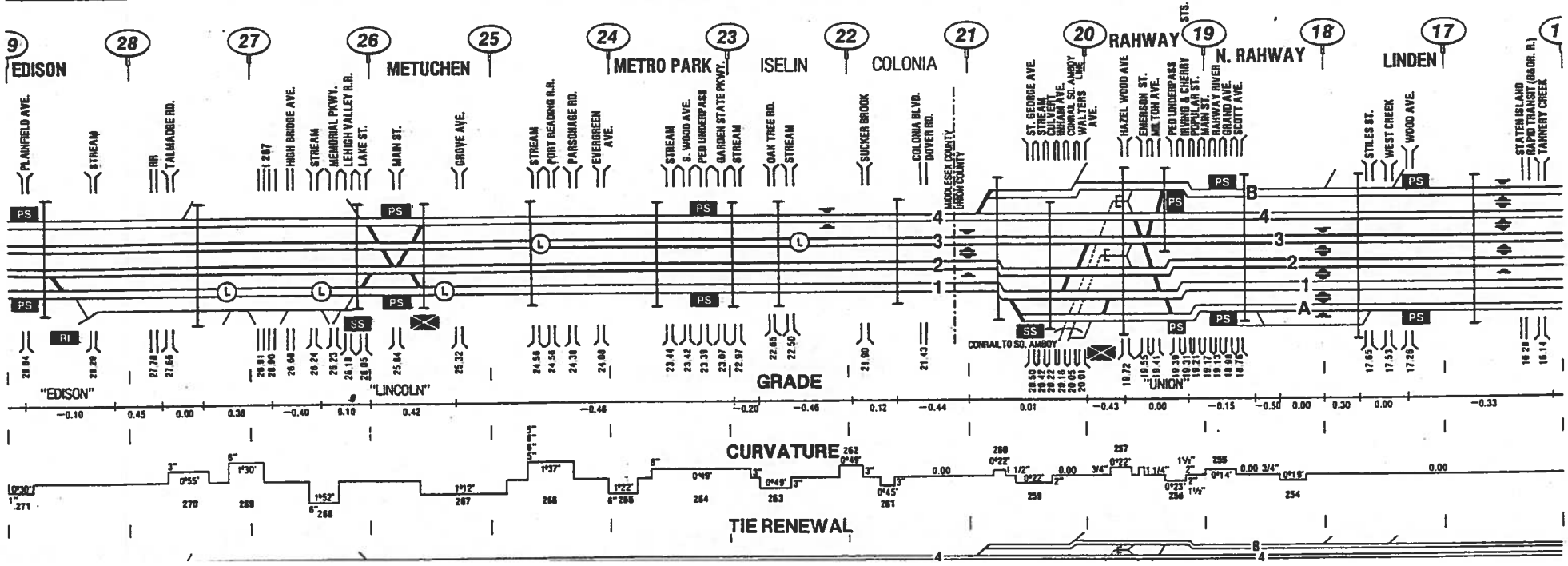

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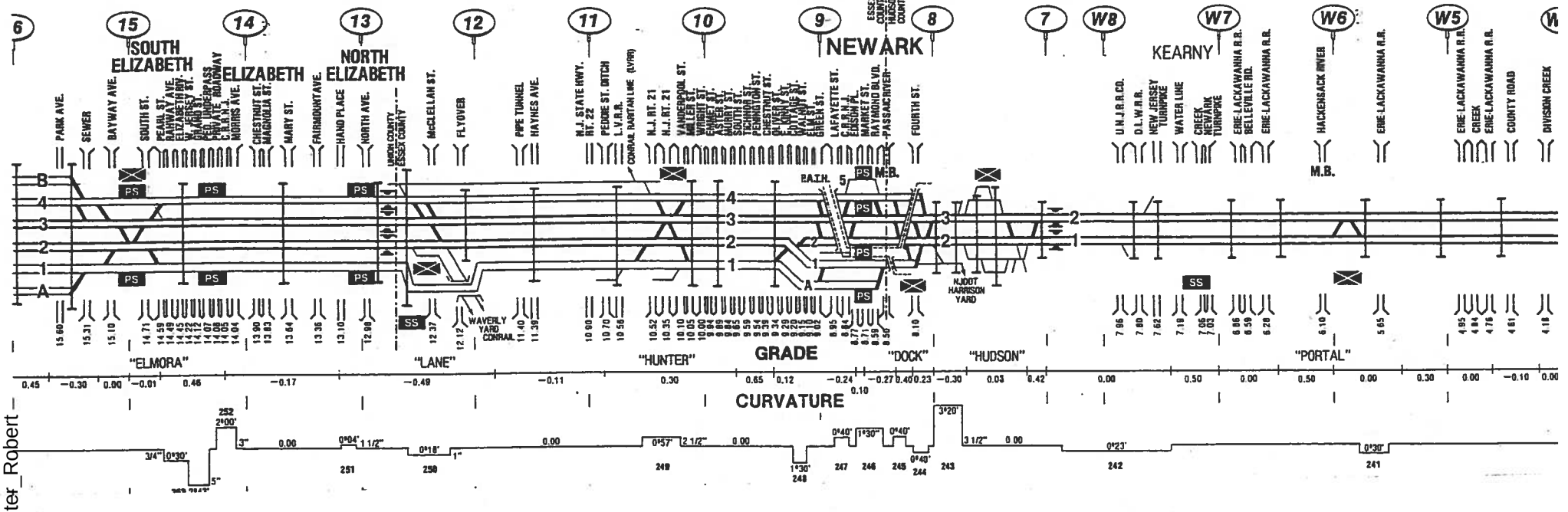

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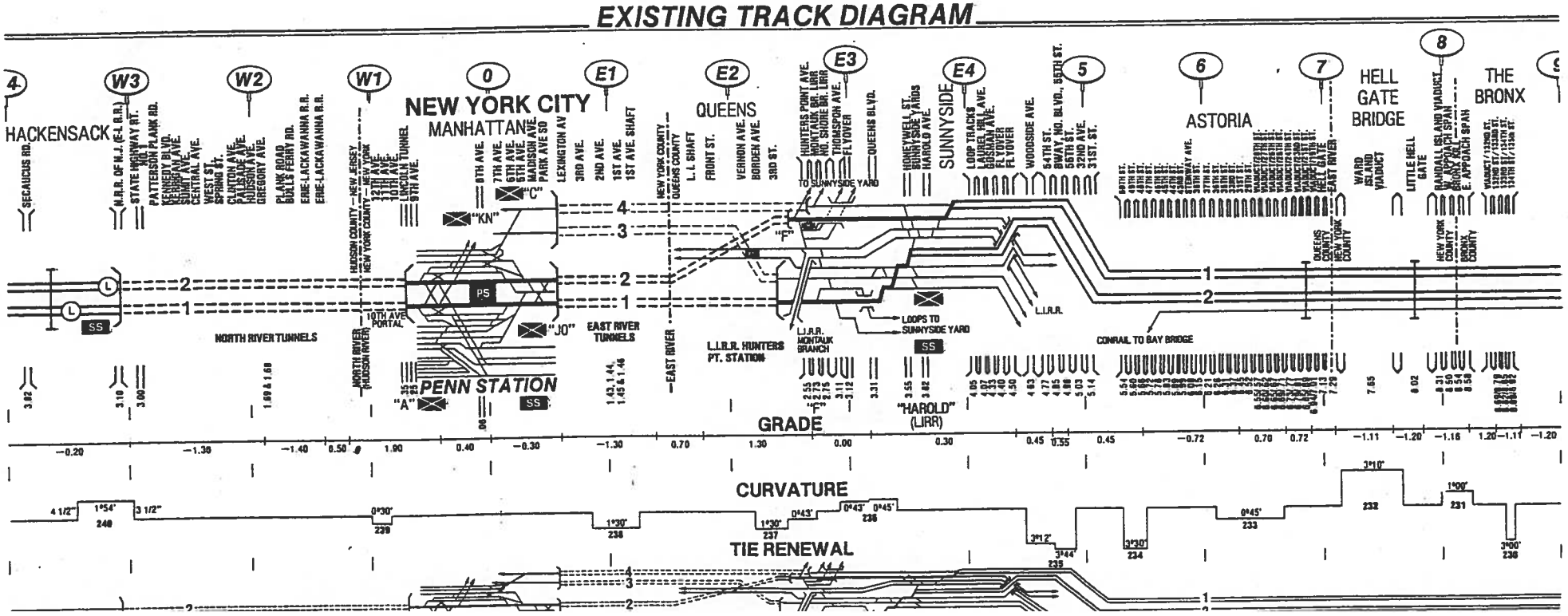

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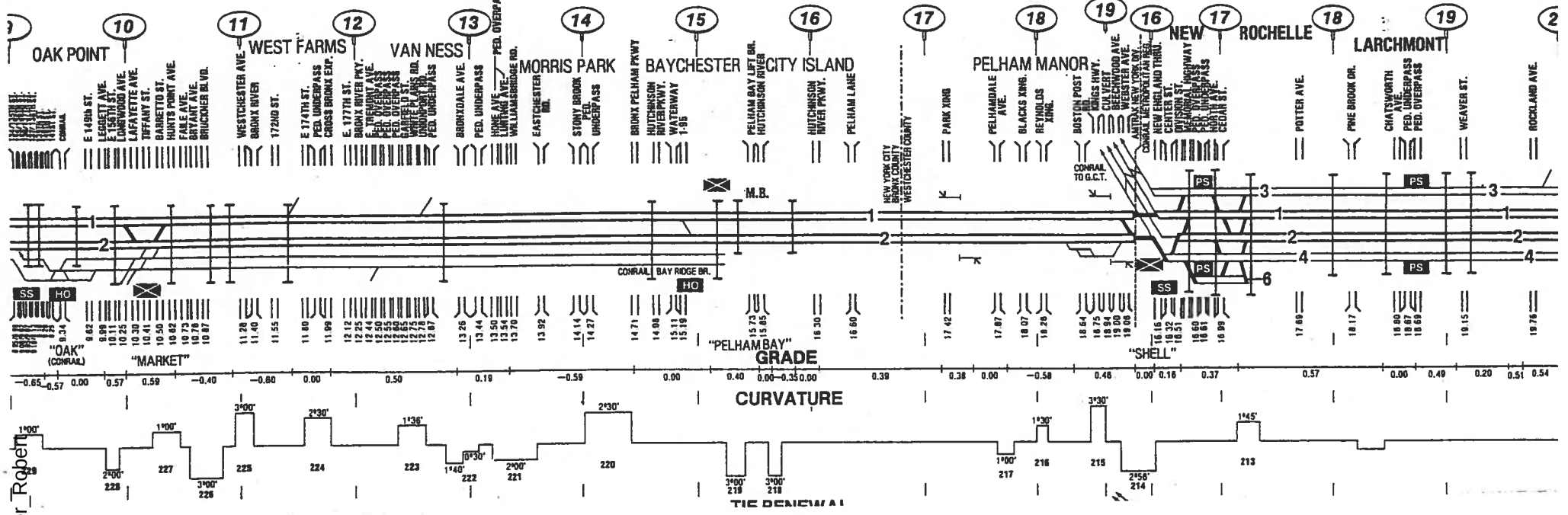

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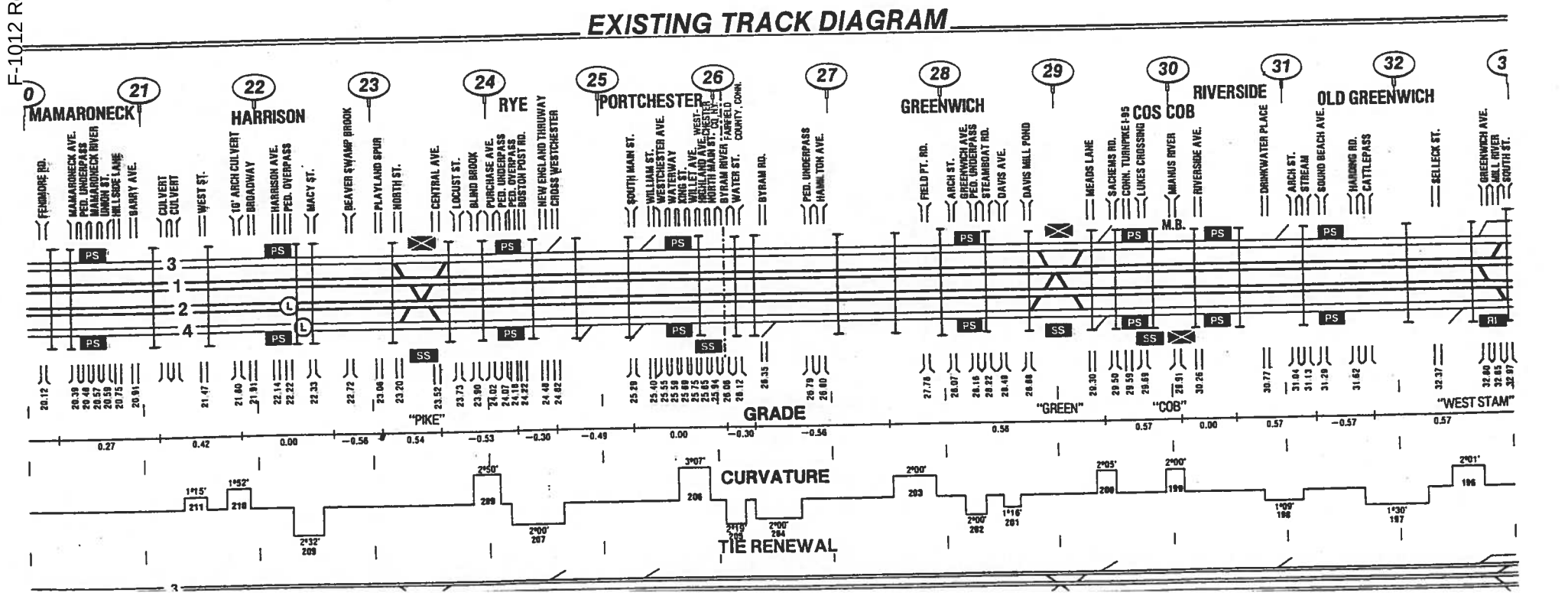

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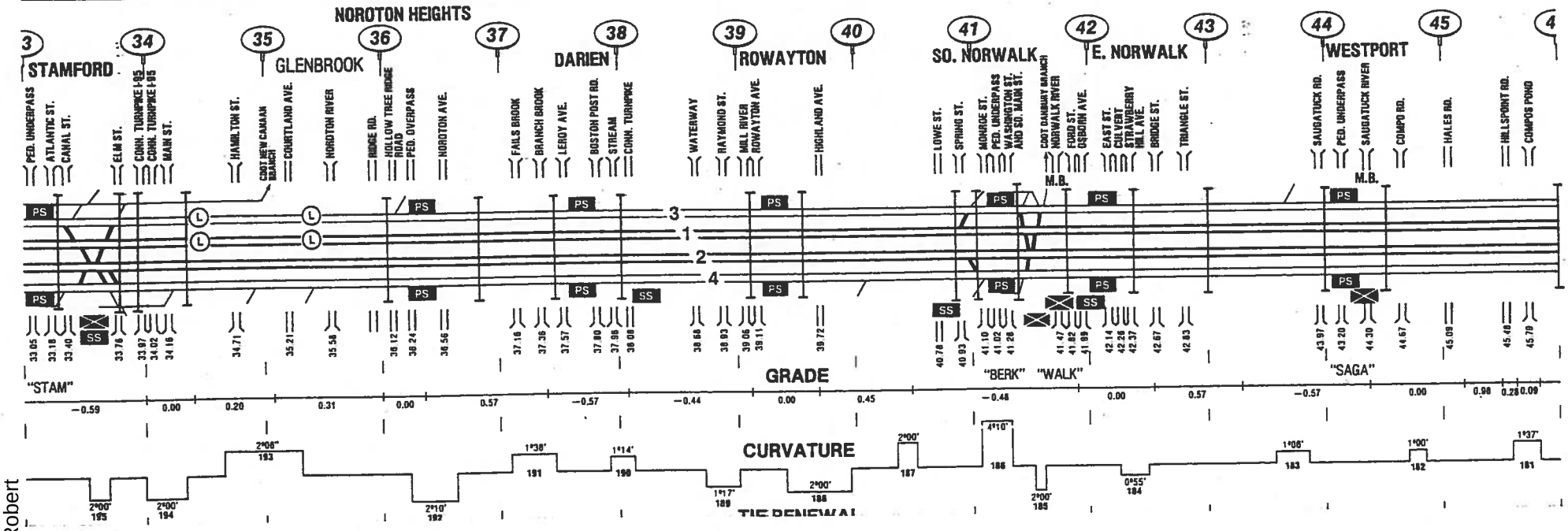

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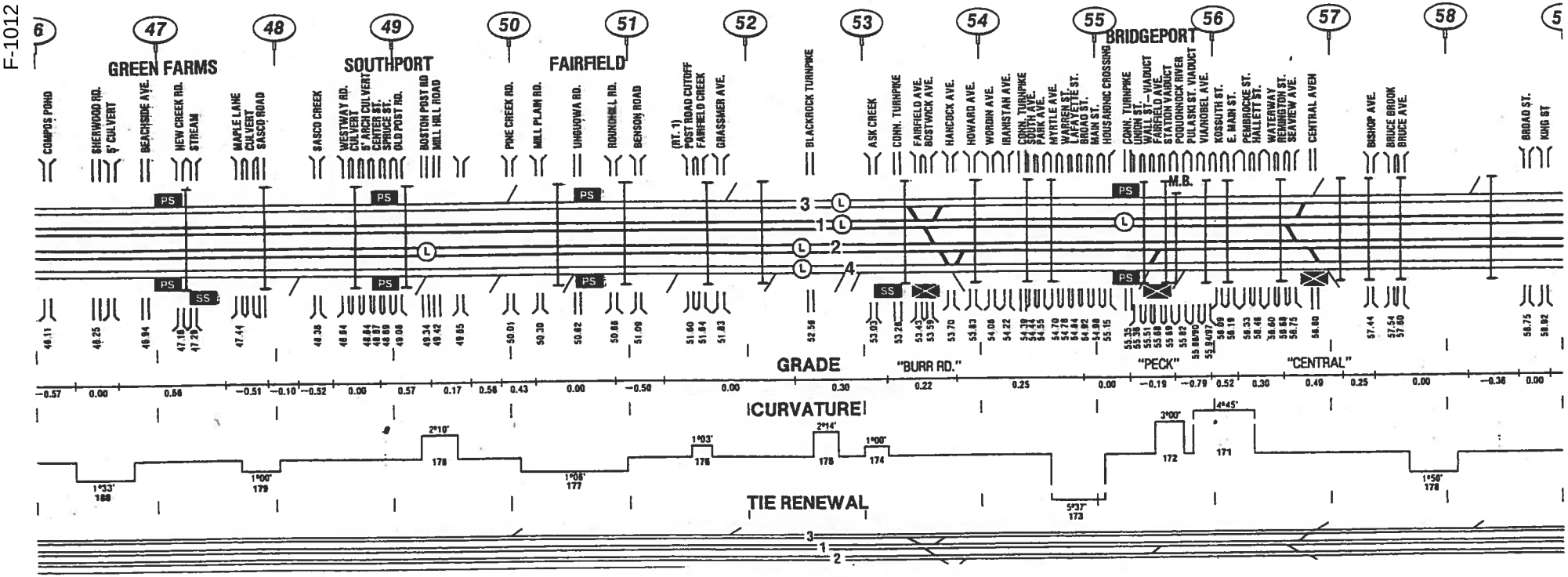

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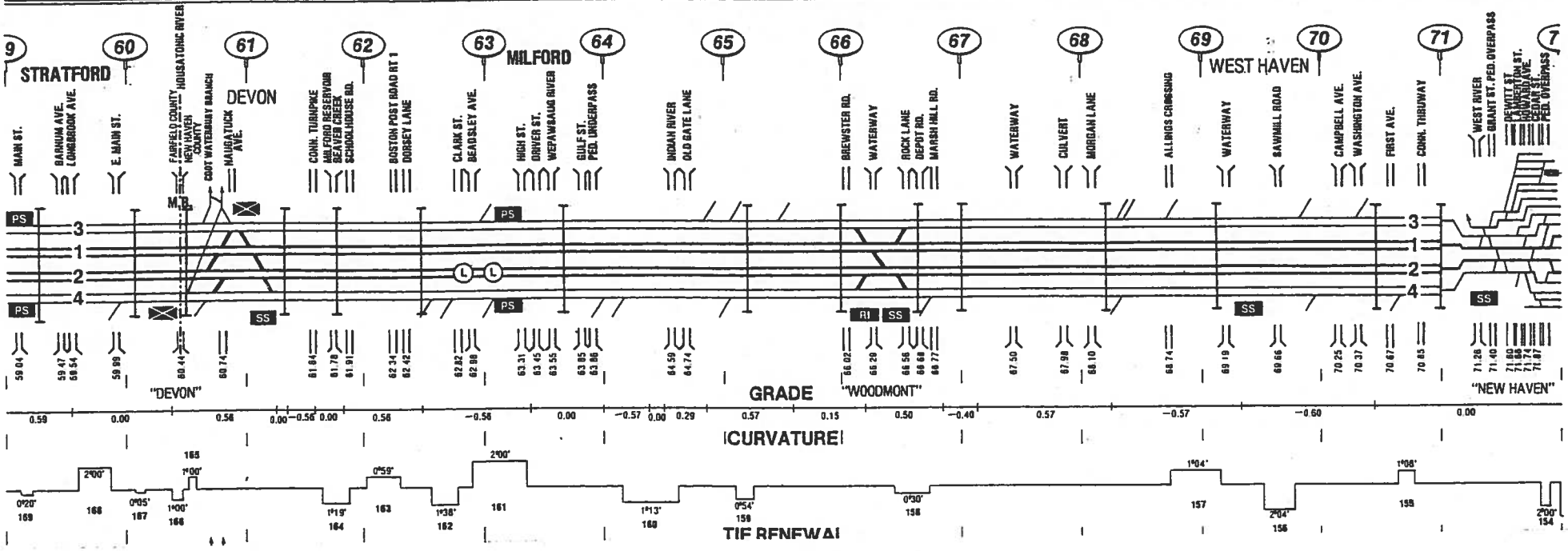

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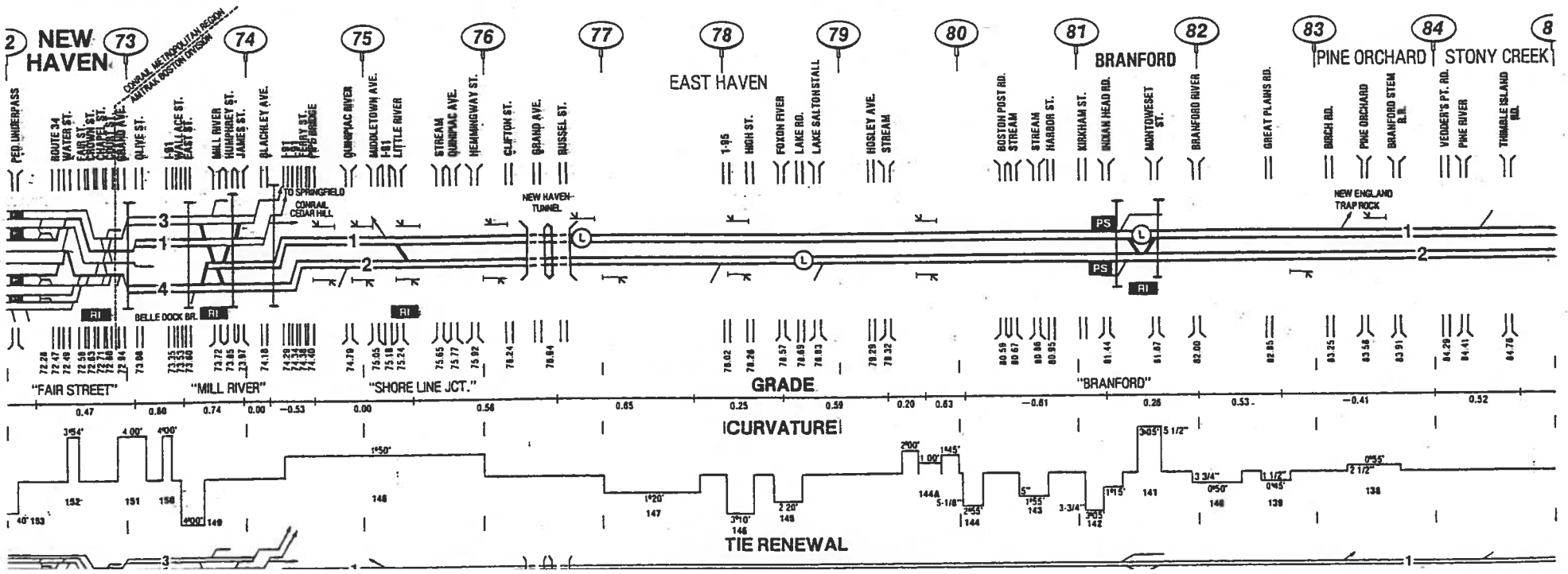

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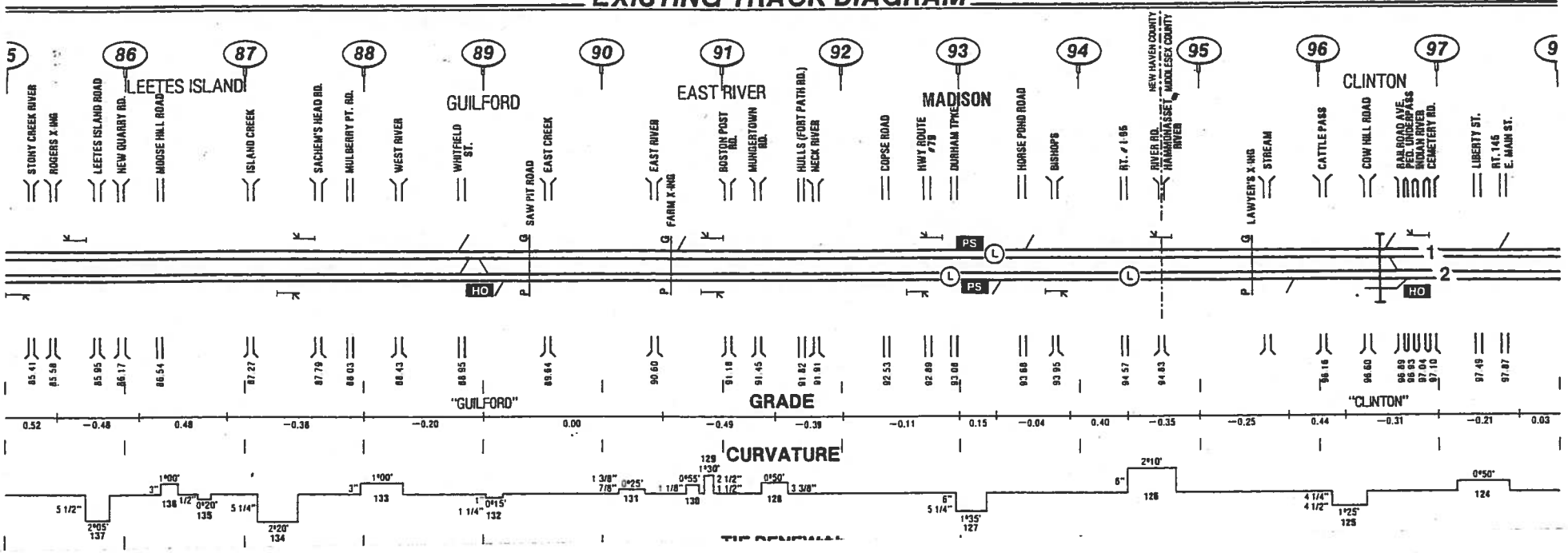

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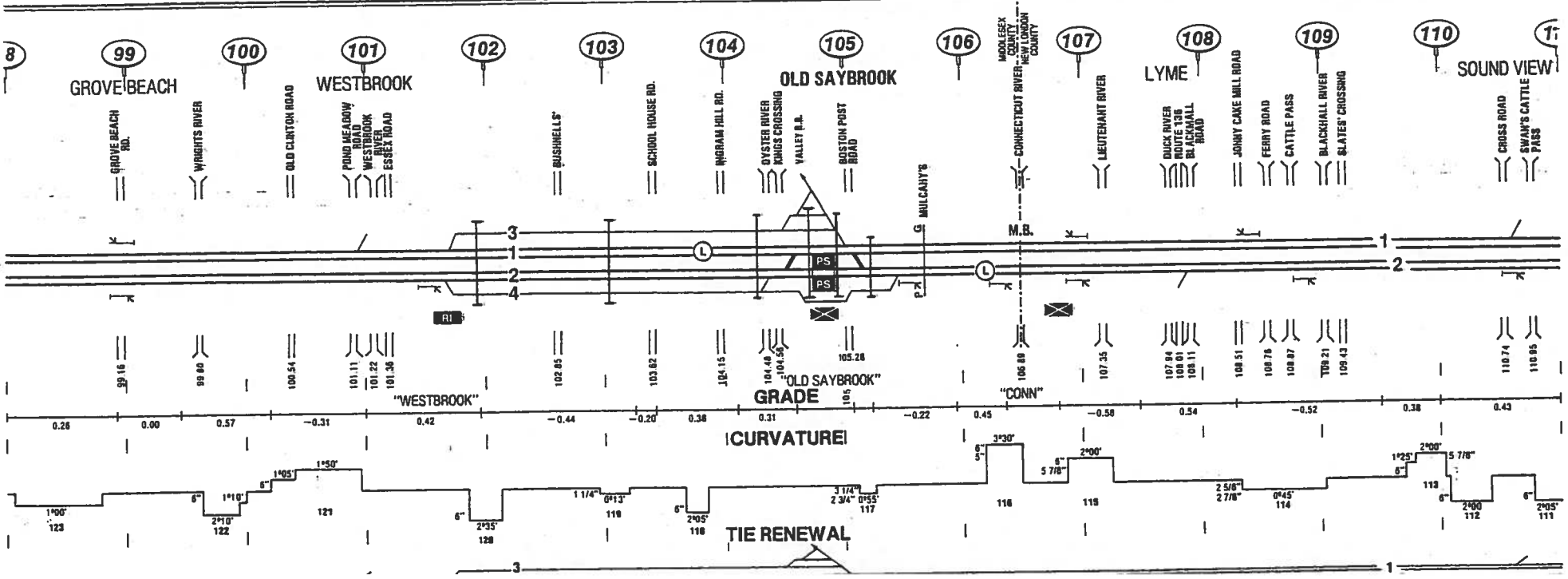

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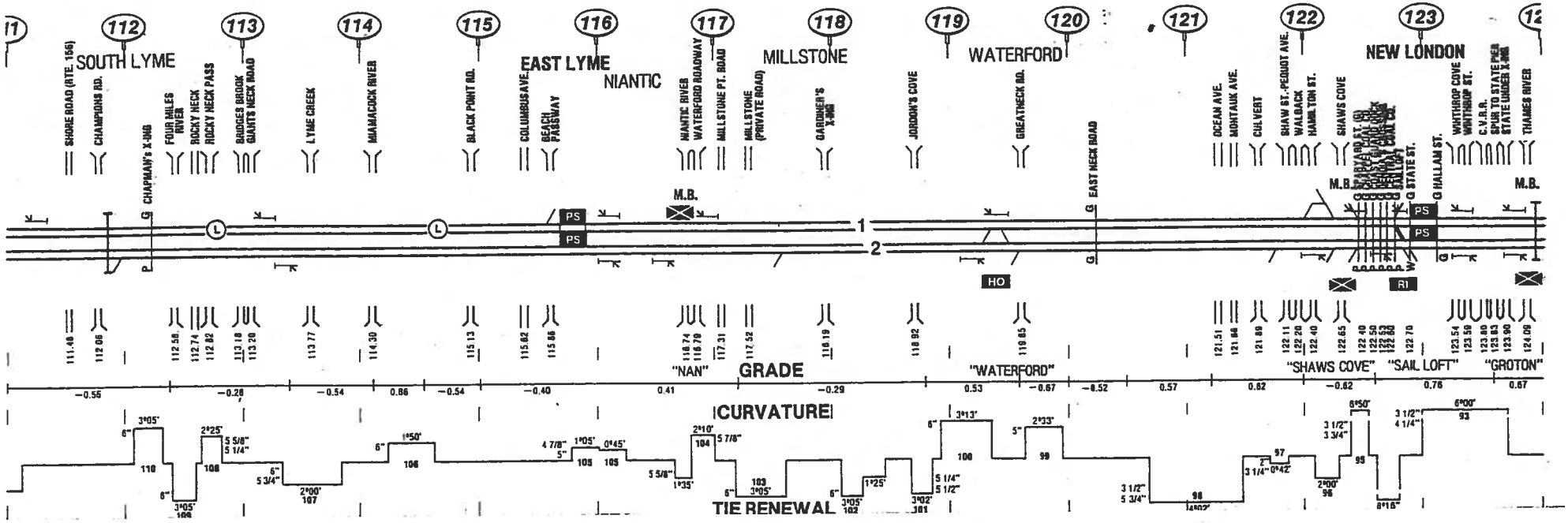

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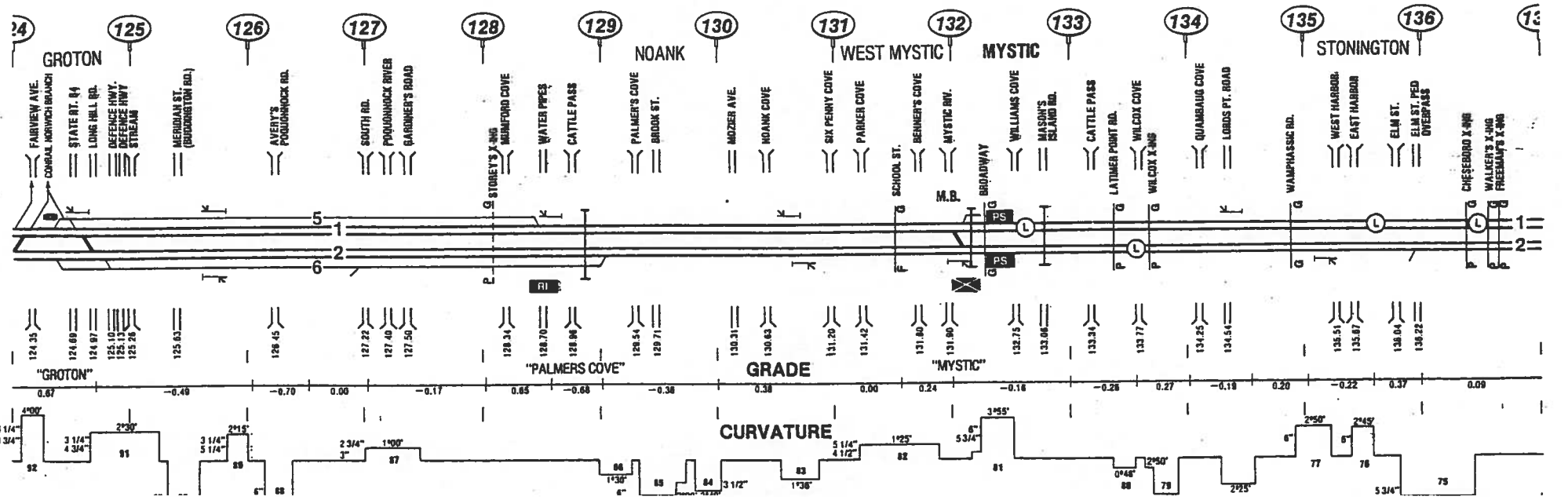

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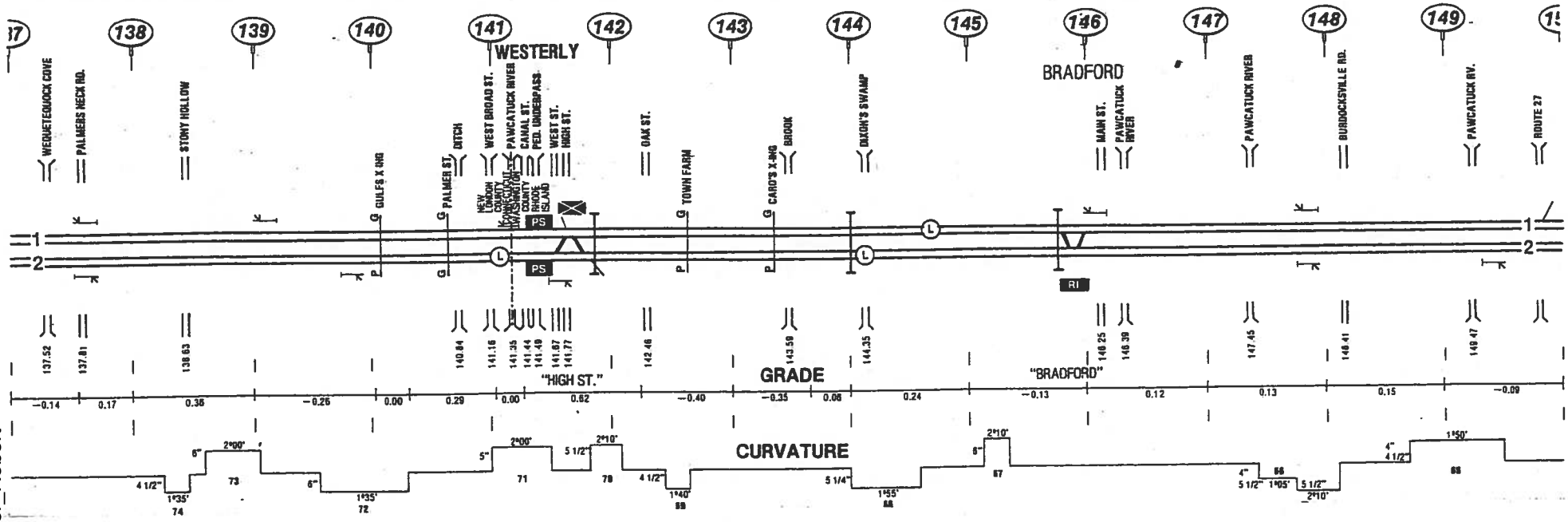

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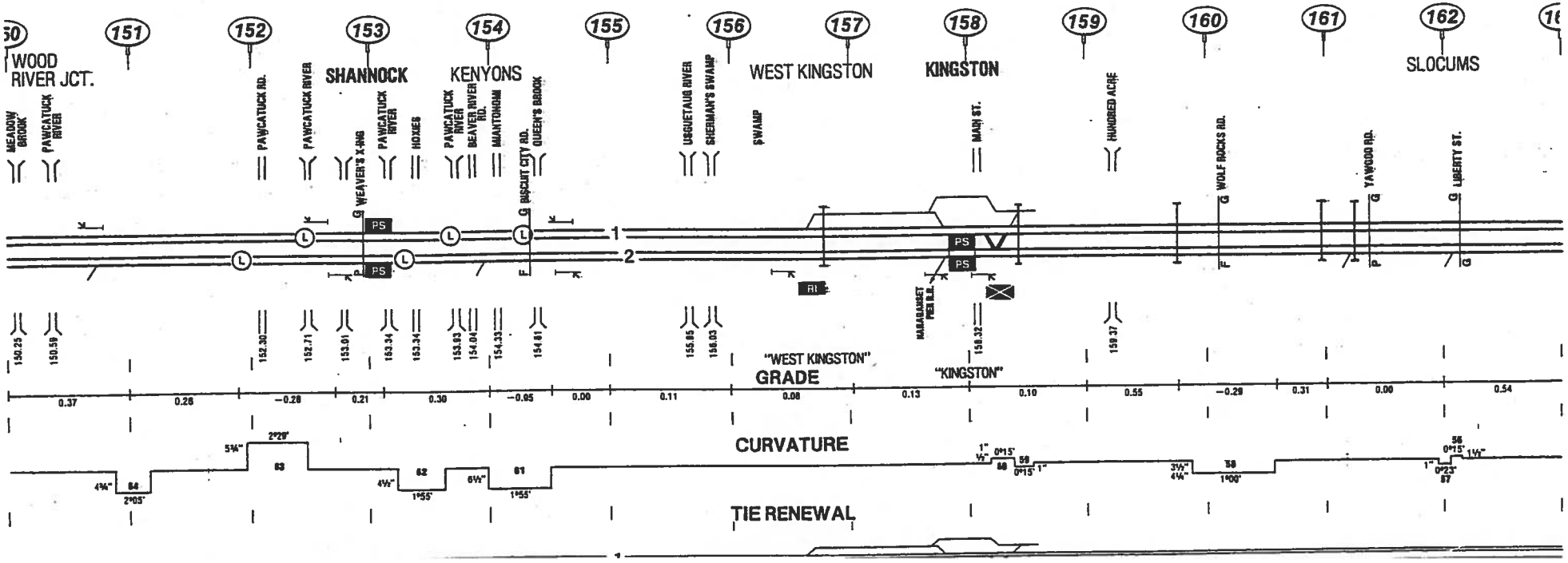

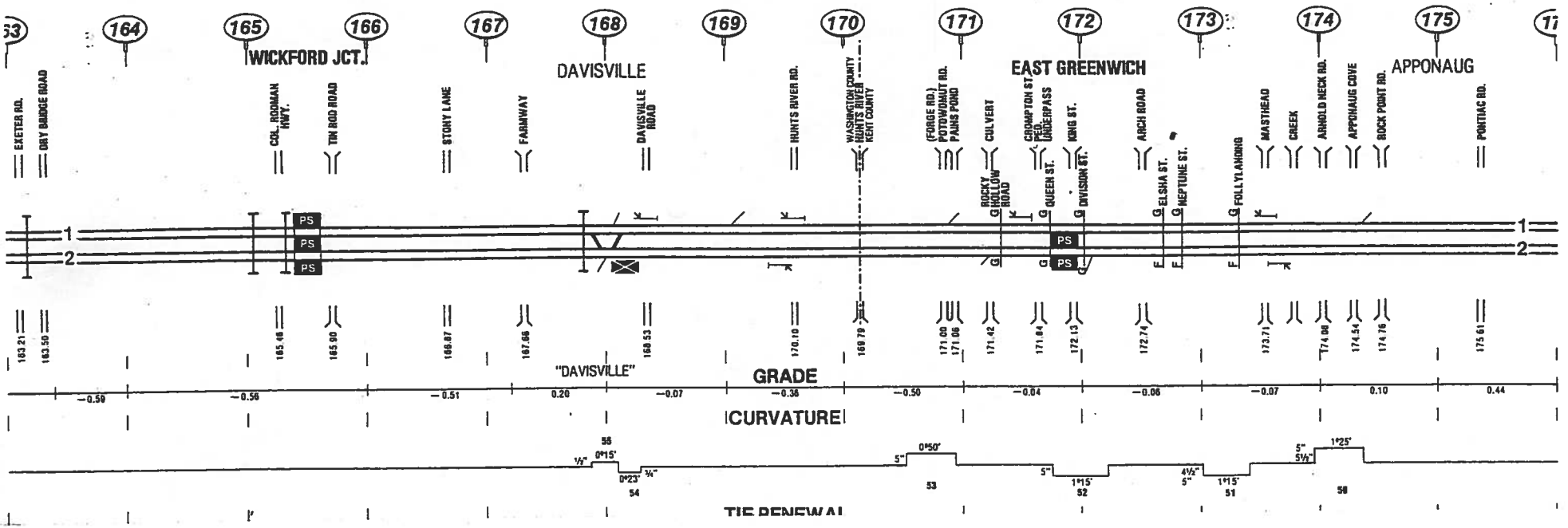
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EAST GREENWICH
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175
APPONAUG
EXETER RD.
DRY BRIDGE ROAD
COL. ROOMAN HWY.
TEN ROD ROAD
STONY LANE
FARMWAY
DAVISVILLE ROAD
HUNTS RIVER RD.
WASHINGTON COUNTY
HUNTS RIVER
KENT COUNTY
(FORGE RD.)
POTOWOMUT RD.
PAINS POND
CULVERT
ROCKY HOLLOW ROAD
CROMPTON ST. RD. UNDERPASS
QUEEN ST.
KING ST.
DIVISION ST.
ARCH ROAD
ELSHA ST.
NEPTUNE ST.
FOLLY LANDING
MASTHEAD
CREEK
ARNOLD NECK RD.
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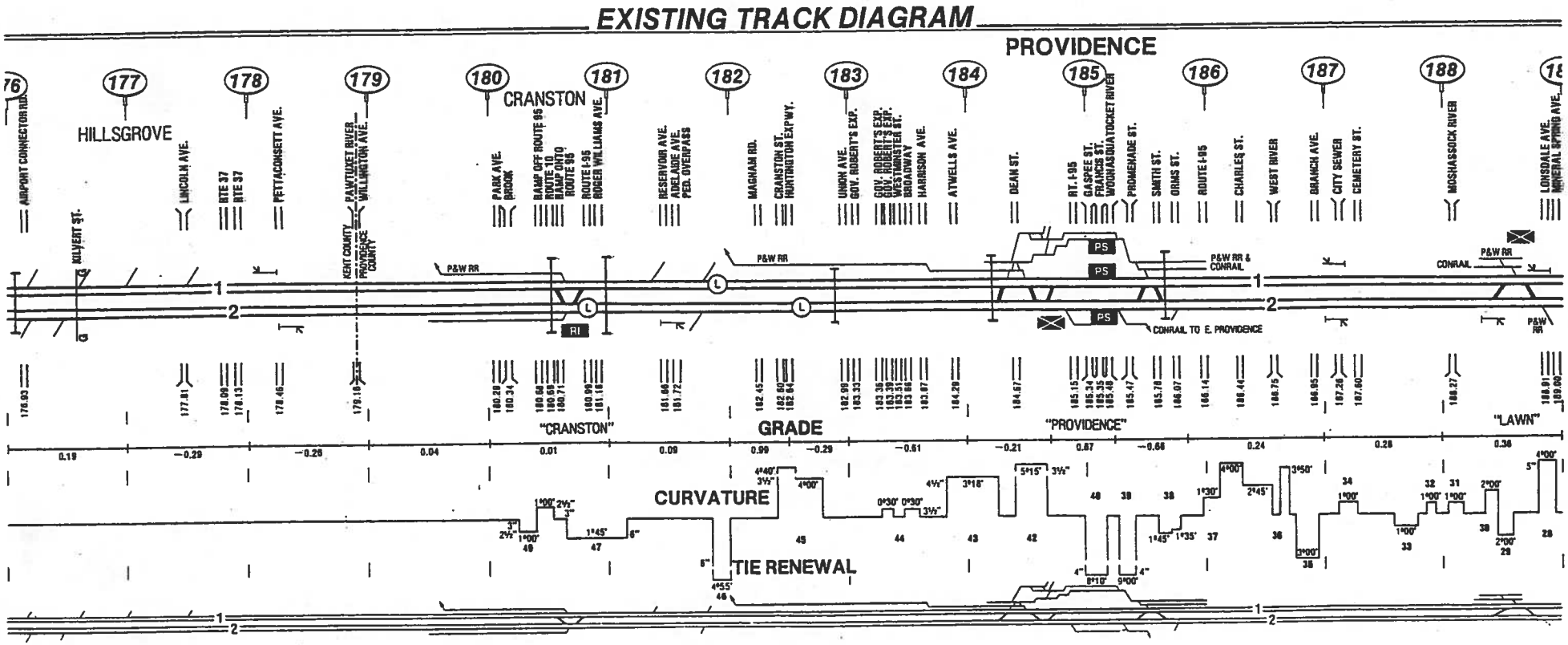
ROCK POINT RD.
PONTIAC RD.
PS
"DAVISVILLE"
GRADE
CURVATURE
TIE RENEWAL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KILVERT ST.
LINCOLN AVE.
RTE 37
RTE 37
PETTACONSETT AVE.
PAWTUXET RIVER
WILLIAMSTON AVE.
KENT COUNTY
PROVIDENCE COUNTY
PARK AVE.
BROOK
RAMP OFF ROUTE 95
ROUTE 10
ROUTE 10
ROUTE 95
ROUTE I-95
ROGER WILLIAMS AVE.
RESERVOIR AVE.
ADELAIDE AVE.
PED. OVERPASS
MAGNAM RD.
CRANSTON ST.
HUNTINGTON EXPWY.
UNION AVE.
GOV. ROBERT'S EXP.
GOV. ROBERT'S EXP.
WESTMINSTER ST.
BROADWAY
HARRISON AVE.
ATWELLS AVE.
DEAN ST.
RT. I-95
GASPEE ST.
FRANCIS ST.
WOONASQUATUCKET RIVER
PROMENADE ST.
SMITH ST.
ORMS ST.
ROUTE I-95
CHARLES ST.
WEST RIVER
BRANCH AVE.
CITY SEWER
CEMETERY ST.
MOSHASSUCK RIVER
LONSDALE AVE.
MINERAL SPRING AVE.
P&W RR
CONRAIL
P&W RR & CONRAIL
CONRAIL TO E. PROVIDENCE
PS
RI
"CRANSTON"
GRADE
"PROVIDENCE"
"LAWN"
CURVATURE
TIE RENEWAL

NEC FEIS Comments - RECORD #832 DETAIL

Status : [redacted]
Record Date : 2/21/2017
First Name : Kathleen
Last Name : Barrett
Stakeholder Comments/Issues :

To whom it may concern,
NEC FUTUREU.S. DOT Federal Railroad AdministrationOne Bowling Green, Suite 429New York, NY 10004With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service Thank you for this consideration.Sincerely,Kathleen Barrett, [redacted] New London, CT 06320

NEC FEIS Comments - RECORD #833 DETAIL

Status : [redacted]
Record Date : 2/21/2017
First Name : Clint
Last Name : Richmond
Stakeholder Comments/Issues :

When I read stories like this following the recent draft EIS:
http://www.thewesterlysun.com/news/richmondhopkinton/9953737-154/officials-residents-of-both-states-to-join-in-opposition-at.html
I think the FRA should again consider moving the main line away from the coast via Hartford for many reasons including taking advantage of the existing improvements from Springfield to New Haven.

I still prefer Boston - Worcester - Springfield - Hartford since Boston-Worcester has existing, well used, commuter rail service that will benefit from improvements to this line (such as electrification), which is already publicly owned providing greater control and stability for passenger service. The cost of upgrading the existing ROW used by Amtrak west of Worcester or developing new public ROW still needs to be considered although I prefer the latter. Either way, this route will also benefit the Lake Shore Limited (and could potentially lead to additional service to Albany).

A fall back is Boston-PVD-Hartford but this is a longer distance than Worcester-Springfield (75 mi. v. 50 mi.) although it could be primarily new, publicly owned ROW. This will also serve fewer population centers than Worcester-Springfield and will not benefit any other Amtrak services or commuter rail (except Boston-PVD which already has an electrified main line).

Sincerely,

Clint Richmond,

Town Meeting Member (elected), Brookline, Mass.

NEC FEIS Comments - RECORD #834 DETAIL

Status : [redacted]
Record Date : 2/21/2017
First Name : Nancy
Last Name : Cowser
Stakeholder Comments/Issues :

Good afternoon-

seCTer, southeastern CT's Economic Development District, respectfully submits the attached opposition to the Kenyon Bypass portion of the NEC Future plan. We appreciate the opportunity to comment, and are happy to provide additional information if needed.

Nancy M Cowser
Executive Director
Southeastern CT Enterprise Region (seCTer)
19-B Thames St
Groton, CT 06340
(860) 437-4659 ext 201

Attachments : Kenyon Bypass Opposition.pdf (124 kb)

SouthEastern Connecticut Enterprise Region
19B Thames Street • Groton, Connecticut 06340
Telephone: 860-437-4659 Facsimile: 860-437-4662
E-mail: secter@secter.org

February 21, 2017

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

Dear Ms. Reyes-Alicea

The Southeastern Connecticut Enterprise Region (seCTer) is a non-profit, private regional economic development agency serving the 20 towns, two Boroughs and two Native American Tribal Nations of Southeastern Connecticut. seCTer's mission is to promote and preserve the region's attractiveness, to encourage new businesses, and to assist and to nurture existing and expanding local enterprises. seCTer is the agency responsible for developing and implementing the Comprehensive Economic Development Strategy (CEDS) for the Southeastern CT Economic Development District in close partnership and coordination with the Southeastern CT Council of Governments (SCCOG) and other regional organizations.

As the region's Economic Development entity, seCTer joins the City of New London, other impacted municipalities in our region, the SCCOG, Congressman Joe Courtney and other federal and state legislators in opposing the Kenyon Bypass portion of the NEC Future plan.

Improving the transportation infrastructure within our region, including the aging rail line, is a critical component of our CEDS strategy and the SCCOG's Long Range Regional Transportation Plan, however doing so in a way that could negatively impact historic neighborhoods, fragile ecosystems and key tourism attractions cannot be supported. Our region is already far behind the nation in recovering from the Great Recession. The Norwich-New London Labor Market Area (LMA) has experienced a 9.3% erosion of its job base since the onset of the Great Recession. Since the spring of 2015, the region as a whole has finally achieved sustained job growth rates, often exceeding other areas of the state. This growth has been fueled by a resurgence in the Manufacturing sector spurred by hiring at Electric Boat, the world's premier manufacturer of nuclear submarines. Other contributing factors to this growth are significant gains in the Healthcare industry and growth in both the Retail and Food Service sectors, fueled by economic diversification efforts by Mohegan Sun and Foxwoods, the two regional casinos. As a region, we are working together to develop the workforce pipeline and supporting infrastructure needed to fill these current and future opportunities. We are working hard to create a "sense of place" that

SouthEastern Connecticut Enterprise Region
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attracts and retains employers, employees and their families. The Kenyon Bypass therefore works directly against our region's economic development goals.

In addition, the plan could create two parallel east-west rail lines that are quite close together, negatively impacting land use plans in the affected municipalities. Taking the City of New London as just one an example, the plan would disrupt its already fragile tax base by eliminating precious commercial property in a city that has little taxable land. It also bypasses its existing train station, which is currently a regional transportation hub, but also the site of the future National Coast Guard Museum, a major planned tourism destination for which that train station is a key link. The existing station links various modes of transportation, including auto, rail, bus, bike and even water taxis, but it also links other regional tourism attractions together. The set-back this project would cause to the city, and therefore its neighboring suburbs, cannot be overemphasized.

We are a region that celebrates collaboration and coordination, and seCTer greatly appreciates the opportunity to provide feedback on this very important rail improvement plan. We join our partners in opposing the Kenyan Bypass, but also in seeking to work WITH the FRA to develop a mutually beneficial plan. We need a better rail system, but not at the expense of compromising critical regional resources.

I am happy to provide any additional information that you might need to better evaluate our opposition.

Sincerely,

Nancy M. Cowser
Executive Director
ncowser@secter.org
(860) 437-4659 x201

Ms. Sarah Feinberg, FRA Administrator
Office of Safety (RRS-22)
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

[redacted]

FEB 2 1 2017

As a Mystic private owner of my home for over 18 years, this letter is to share my complete disapproval of the current proposal for Amtrak's relocation of the track lines, as well as removing current stops at New London and Mystic. First, the relocation of the Amtrak tracks would cause a critical negative impact in the Mystic area. The loss of the Old Mystik Village and the Cinema would severely reduce year-round tourism in southeastern Connecticut due to the elimination of a very popular destination and lead to a loss of a very important source of income which is needed in Mystic to survive. This would also cause many to lose their jobs and long-time businesses to close leading to a severe decrease in needed taxes given to the town from the Village and Cinema. In addition, the relocation of the Amtrak tracks would severely reduce the resale value of many businesses and private properties in the surrounding area.

The noise from the trains would have a huge negative impact to those living in these privately owned homes and condominiums which are currently located in the quiet portion of Mystic; the major reason so many of us chose to live in this area. Locating the tracks in the area proposed would all but eliminate the access from these neighborhoods located left of the proposed new tracks to downtown Mystic as well as to restaurants and the Aquarium. This location will also significantly increase traffic on RT. 27 which is already a real problem, especially in the summer months.

The removal of the New London and Mystic stops, which are used by hundreds of travelers per day, would also critically impact the coastline towns and surrounding businesses as there is regular and necessary train stop options in these towns and the surrounding area. The location of the New London train station right where the ferries dock is a huge benefit to travelers of both the ferry lines and the trains. This would negatively impact many travelers who currently use these stops, requiring travelers to disembark in the few CT stops which are many miles away from the New London and Mystic towns.

This proposal will only shorten the trip between New York and Boston by a few minutes while severely impacting those who live in the affected communities. There is absolutely no benefit to the communities being asked to accommodate Amtrak's relocation of these train lines. There is only pain to be had.

I strongly ask (or shall I say demand) that you support my complete disapproval of this proposal and appreciate your support. Please fight to keep this town as it is – a wonderful and quiet town for citizens and a popular vacation destination to thousands of visitors to Mystic in order to keep this area an investment in the buying and selling of properties and provided the much needed and necessary taxes to the town.

This is a robust and important area in CT as well as a quiet, quaint part of Mystic. Preserve this jewel within our great state of CT.

Thank you.

Jeffrey S. Dobins

Sandra M. Crawford
Jeffrey S. Dubins
[redacted]
Mystic, CT 06355

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USA FOREVER

F-1016 Dobins_Jeffery

Ms. Sarah Feinberg, FRA Administrator
Office of Safety (RRS-22)
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

20590-

FEB 2 1 2017

[redacted]
Mystic, CT 06355
February 6, 2017

Dear Sir/ Madam:

I am writing this letter to passionately protest the Amtrak Northeast Corridor (NEC) Future Railway proposal that proposes to create a rail bypass between Old Lyme, CT and Kenyon, RI. The proposal would cut through the most significant tourist location in the State of Connecticut: the Mystic Aquarium as well as Mystic Seaport. It also plans to cut through Olde Mistick Village and developed farmland as well as negatively impact the quality of life for Southeastern Connecticut, especially for those of us who live in these areas and right on the Mystic River. Additionally, this area has historical significance dating before the Revolutionary War and a construction project this size would destroy some of our very important town landmarks.

While Amtrak may well need to move its NYC/ Boston railway track further inland due to potential shoreline issues, this plan has been poorly thought out. The plan also proposes to close Amtrak stations in New London and Mystic, CT as well as Westerly, RI. The Department of the Navy Submarine Base (New London), literally located in Groton, CT, has thousand of Sailors assigned year round who count on good Amtrak access as well as tourists who are drawn year-round to this beautiful vacation area and locals who enjoy a wonderful quality of life here. Needless to say, thousands of residents would see property values negatively impacted too.

I implore you to halt this proposal and if Amtrak still needs to reroute the NYC/ Boston route, please focus on less developed land elsewhere within the three states of CT, RI, and MA.

Thank you for your serious consideration regarding this matter.

Sincerely yours,

D J Reed

Dorothy Jo Reed, Captain, USN (RET)

F-1017 Reed_DorothyJo

[redacted]
Mystic CT
06355

HARTFORD CT 061
07 FEB 2017 PM 4 1

Ms Sarah Feinberg, FRA Administrator
Office of Safety (RRS-22)
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington DC 20590

20590-

FEB 2 1 2017

[redacted]
Mystic, CT 06355
February 6, 2017

Dear Sir/ Madam:

The Amtrak Northeast Corridor (NEC) Future Railway proposal is a ridiculous, stupid idea. It would destroy the Southeastern Connecticut area, the main tourist area of Connecticut. Mystic is essentially the tourism capital of Connecticut. Olde Mistick Village shopping center, Mystic Aquarium and Mystic Seaport and hundreds of small recreational, cultural, natural, historical attractions support the overall health of other areas. The money filters out, creating positive financial health and even spiritual well being for the area.

The peaceful area of Mystic - the very reason thousands come and are enriched and spend money - would be forever destroyed by the railroad.

Getting rid of New London, CT, Mystic, CT and Westerly, Rhode Island stations is a bad idea - as thousands of people, residents and visitors, use the stations. Putting the rail line in a less developed area would be a better idea.

I have been a resident of Southeastern Connecticut for 60 years and treasure its beauty, which would be harmed irreparably by this action.

Please abandon the idea of the Amtrak Northeast Corridor Future Railway proposal.

Thank you for your serious consideration regarding this matter.

Sincerely yours,

Judy Reed

Judy Reed

[redacted]

Mystic CT
06355

HARTFORD CT 061
07 FEB 2017 PM 2 L

Ms Sarah Feinberg, FRA Administrator
Office of Safety (RRS-22)
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington DC 20590

20590-

F-1018 Reed_Judy

NEC FEIS Comments - RECORD #836 DETAIL

Status : [redacted]
Record Date : 2/21/2017
First Name : Jennifer
Last Name : Hillhouse
Stakeholder Comments/Issues :

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

With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.

I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.

Thank you for this consideration.

Sincerely,

INSERT YOUR NAMEJennifer G. Hillhouse
AND ADDRESS[redacted] Old Lyme, CT, 06371

NEC FEIS Comments - RECORD #839 DETAIL

Status : [redacted]
Record Date : 2/22/2017
First Name : Susan
Last Name : Fogliano
Stakeholder Comments/Issues :

As a resident of Old Lyme CT, I strongly oppose building a second rail line through our town. Besides the obvious detrimental effects to our local environment and destruction of historic areas of our town, this does not make economic sense. I have no objection to high speed rail. Acela and electrification did not work because the tracks were not improved. Improve on what exists. This country cannot afford a boondoggle like this.
Sincerely yours, Susan Fogliano

NEC FEIS Comments - RECORD #840 DETAIL

Status : [redacted]
Record Date : 2/22/2017
First Name : Jennifer
Last Name : Hillhouse
Stakeholder Comments/Issues :

NO MORE RR TRACKS IN, OVER, OR UNDER OLD LYME
. REPLACE THE 1909 BRIDGE, AND MAINTAIN THE CURRENT RR.

On Tue, Feb 21, 2017 at 3:28 PM, NEC FUTURE <info@necfuture.com> wrote:

> Thank you for your message to the NEC FUTURE team. The FRA appreciates
> your interest and will review and consider your feedback.
>
>

NEC FEIS Comments - RECORD #841 DETAIL

Status : [redacted]
Record Date : 2/22/2017
First Name : Robert
Last Name : Vavasour
Stakeholder Comments/Issues :

Dear Sir/Madame:

Attached please find our letter objecting to your above-captioned planning document.

Very truly,

Robert S. Vavasour and Lewis E. Burgess

[redacted]
Guilford, CT 06437
February 22, 2017

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

Re: NEC FUTURE Tier 1 Final EIS

Dear Sir/Madame:

We are writing in response to your above-captioned which we received as the owner of an affected historic resource, the circa 1709 Pelatiah Leete House in Guilford, Connecticut, which is listed on the National Register of Historic Places. Our home is located within a similarly affected, and protected, historic resource, the Connecticut State Route 146 National Register Historic District, which runs through the adjoining towns of Branford and Guilford, Connecticut.

We write to object to the currently proposed plan by your agency to double-track the existing double-tracked railroad line behind our home, and through the Branford-Guilford railroad corridor, which would damage and/or destroy significant historic and natural resources the entire length of that proposed segment of your NEC FUTURE plan.

In the case of our home, to create a quadruple-tracked railroad line on the southerly boundary of the existing railroad tracks would necessarily involve taking land from us, bringing your already nearby double-tracked railroad line to within mere yards of our historic home, rendering it uninhabitable, both by its unacceptably close proximity to the structure itself, as well as its destruction of our immediately adjacent well and leach field, without which our home can no longer be occupied as a dwelling.

If, on the other hand, your plan were to call for installing the two additional tracks to the north of the existing, double-tracked rail corridor, that approach would require massive amounts of blasting of granite ledge and hillsides to create a flat, buildable space. The environmental impacts of such massive blasting and excavation would almost certainly destroy the flow and water quality of existing wells within a substantial distance of its occurrence. In the affected areas of the Branford-Guilford rail corridor, virtually all abutting owners rely on such wells, and septic systems, for their household use.

If your quadruple-tracking plan were instead to call for placing one additional track, with its adjacent ROW, on either side of the two existing tracks, the environmental

impacts would remain the same, given the very constricted space through which the existing corridor transits. The damage to an historic structure like our own, from increased vibration caused by passing trains, as well as impingement on an already narrow strip of landscaped buffer, would utterly destroy the fragile and carefully maintained natural and historic context for our home, which remains in place at this time. The destruction of our well and septic field in that same area of expanded railroad tracking would similarly render our home uninhabitable, even in this "straddle" approach.

In view of the foregoing considerations, we object to a quadruple-tracking outcome on the Branford-Guilford rail corridor, as contained in your above-captioned planning document, and request that no such alteration be considered further, much less undertaken, as part of the NEC FUTURE process.

Very truly yours,

Robert S. Vavasour

and

Lewis E. Burgess

NEC FEIS Comments - RECORD #842 DETAIL

Status : [redacted]
Record Date : 2/23/2017
First Name : Michael
Last Name : Goldstein
Stakeholder Comments/Issues :

My wife, Rebecca Goldstein, and I would like to register our strong opposition to the proposed Old Saybrook to Kenyon bypass.

We believe the plan would be damaging to the environment, Westerly, RI water supply (we get our water from the local aquifer) local historic sites, and the local economy.

The disadvantages are so much greater than any advantage gained by reducing the time it takes for the train to reach it's destination.

Michael G. Goldstein
Pawcatuck, CT

Sent from my iPad

NEC FEIS Comments - RECORD #843 DETAIL

Status : [redacted]
Record Date : 2/23/2017
First Name : ron
Last Name : breault
Stakeholder Comments/Issues :

Dear Sir/madam
I wish to register my concern over FRA plans to implement highspeed rail plans through Old Lyme. You have rec'd comments from our areagovernment officials with which I agree. Priority should be to improve existing railslines and bridges, and not the very expensive environmentally unfriendly newconstruction plans in your proposal
Ron Breault
Old Lyme, CT

NEC FEIS Comments - RECORD #846 DETAIL

Status : [redacted]
Record Date : 2/24/2017
First Name : Sandra
Last Name : Y. Rueb
Stakeholder Comments/Issues :

I forgot to give you our address in Old Lyme so you will understand why our concerns are relevant and material to your deliberations. Many thanks,
Sandra Rueb

William and Sandra Y. Rueb
[redacted]
Old Lyme, CT 06371

[redacted]
[redacted]

-----Original Message-----
From: NEC FUTURE [mailto:info@necfuture.com]
Sent: Friday, February 24, 2017 6:57 AM
To: [redacted]
Subject: Thank you for your message to the NEC FUTURE team. The FRA appreciates your interest and

Thank you for your message to the NEC FUTURE team. The FRA appreciates your interest and will review and consider your feedback.

NEC FEIS Comments - RECORD #847 DETAIL

Status : [redacted]
Record Date : 2/24/2017
First Name : Sandra
Last Name : Y. Rueb
Stakeholder Comments/Issues :

Dear Members of the FRA and NEC Future Committee,

Residents of Old Lyme gathered a capable intelligent group of specialists to beg you to reconsider your plan for the railway. We submitted an 82 page report detailing the reasons for our objections and giving you a path forward. So far you have been "tone deaf" to our pleas. Serious environmental, social, and economic consequences will be caused by your plan. The economics of your plan will create future disasters for our area. Real estate sales and prices are already impacted by the projections of future railway plans. My husband and I have attended several meeting including driving to Springfield to protest. Yet none of our concerns seems to have any impact.

What does it take for the FRA to reconsider your plans? What more can citizens do to make you listen to our rational explanations of the harm you will do to the little communities along the shoreline.

Please read our report and make a rational decision to modify your plans based on our findings and concerns.

Sincerely,

William G. Rueb and

Sandra Y. Rueb

Sandra Y. Rueb

[redacted]

[redacted]

NEC FEIS Comments - RECORD #849 DETAIL

Status : [redacted]
Record Date : 2/24/2017
First Name : Louise
Last Name : Phaneuf
Stakeholder Comments/Issues :

At the regular meeting of the Burrillville Town Council held Wednesday, January 25, 2017 in the Town Building, 105 Harrisville Main St., Harrisville, for and within the Town of Burrillville, at which time a quorum was present and acting throughout, the Burrillville Town Council voted unanimously to support the Charlestown, RI Town Council resolution in opposition to the preferred alternative in Charlestown, RI. A copy of the resolution is attached for your consideration.

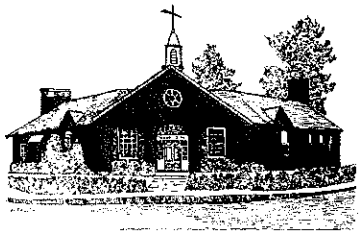
Please give your consideration to the attached.

Louise R. Phaneuf, Town Clerk
Town of Burrillville
105 Harrisville Main St.
Harrisville, RI 02830
(401) 568-4300, Ext. 124

Attachments : NEC FUTURE.pdf (120 kb)

TOWN OF BURRILLVILLE

Office of Town Clerk
Louise R. Phaneuf
Town Clerk



TOWN BUILDING
HARRISVILLE, R.I.

Telephone: (401) 568-4300 ext. 124
FAX: (401) 568-0490
E-mail: townclerk@burrillville.org
RI Relay 1-800-745-5555 (TTY)

February 23, 2017

NEC FUTURE
U.S. DOT Federal Railroad Administration ***via email to: info@necfuture.com***
One Bowling Green, Suite 429
New York, NY 10004

RE: Northeast Corridor FUTURE, Washington, DC to Boston, MA

At the regular meeting of the Burrillville Town Council held Wednesday, January 25, 2017 in the Town Building, 105 Harrisville Main St., Harrisville, for and within the Town of Burrillville, at which time a quorum was present and acting throughout, the Burrillville Town Council voted unanimously to support the Charlestown, RI Town Council resolution in opposition to the preferred alternative in Charlestown, RI. A copy of the resolution is attached for your consideration.

Sincerely,

Louise R. Phaneuf
Burrillville Town Clerk

LRP/s
cc: Charlestown Town Council
encl

Northeast Corridor FUTURE, Washington, DC to Boston, MA
Tier 1 Final EIS
A RESOLUTION IN OPPOSITION TO THE PREFERRED ALTERNATIVE IN CHARLESTOWN, RI

The Town Council of the Town of Charlestown hereby resolves as follows:

WHEREAS, the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS, the proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS, through lack of specific outreach on the part of the Federal Railroad Administration, the Town of Charlestown, its citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown, and as a result there were no comments received from the Town or interested parties in Charlestown during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS, the review and outreach that the Town of Charlestown, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS, the scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe
4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS, the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a period of time which the Town of Charlestown considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS, the Town of Charlestown will bear a significant burden due to loss of areas of environmental, historic, agricultural and social importance without commensurate benefits to the community as a whole.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Charlestown hereby opposes a change to the railroad alignment within its borders, and authorizes its Town Administrator to undertake the following:

1. Prepare and send a letter of opposition to the Federal Railroad Administration, along with a request to extend the comment period on the Tier 1 Final EIS to April 1, 2017.

2. Prepare and send a letter to Governor Raimondo of Rhode Island stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way, with copies to all of its federal and state legislators.

3. Prepare and send letters to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse and Congressman James Langevin stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way.

4. Prepare a detailed response to the contents of the Final EIS, as time may allow, including evidence of incomplete and inaccurate data and improper process, to be distributed to all involved agencies and officials.

5. Prepare and send a request to all municipalities within the State of Rhode Island, requesting support of this resolution.

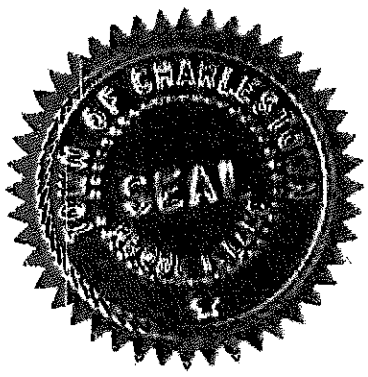
6. Invite a joint resolution with our neighboring towns in Washington County.

The resolution shall take effect upon passage.

By resolution of the Charlestown Town Council
at a meeting duly held on January 10, 2017.

Amy Rose Weinreich, CMC

Attested To By
Amy Rose Weinreich, CMC Town Clerk



NEC FEIS Comments - RECORD #850 DETAIL

Status : [redacted]
Record Date : 2/24/2017
First Name : Daniel
Last Name : Mackay
Stakeholder Comments/Issues :

NEC Future Team:

Attached please find the comments of the Connecticut Trust for Historic Preservation and SECoast as solicited for NEC Future Tier 1 Waiting Period.

Regards,

Daniel
Attachments : CT Trust NEC Future Public Comment (Final).pdf (6 mb)

CT·TRUST
FOR HISTORIC
PRESERVATION

February 22, 2017

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green Suite 429
New York, NY 10004
Via Email: info@necfuture.com

Dear Federal Railroad Administration and NEC Future Project Team:

On behalf of the Connecticut Trust for Historic Preservation, Connecticut's statewide historic preservation advocacy organization, and SECoast, our special project dedicated to organizing and educating the public to protect Southeastern Connecticut and the Lower Connecticut River Valley, we submit the following comments to provide feedback on the Preferred Alternative and the contents of the Tier 1 Final EIS for NEC Future. These comments are provided during the Waiting Period prior to development and issuance of the Record of Decision (ROD) for this project.

Since January 2016, the Connecticut Trust and SECoast have worked diligently and effectively to direct significant public attention to the NED Future Tier 1 EIS process. We did so out of grave concern for the impacts of proposed planning on the historic, cultural and environmental resources of Connecticut's coastal communities. An education campaign that initially centered on Old Lyme, the western gateway of the proposed Old Sayrbook to Kenyon bypass, soon expanded region wide, jumped states to Rhode Island, and now includes Fairfield County communities in western Connecticut as well.

We have organized a notable volume of informed commentary on the NEC Future Plan, all in but remain concerned that the Federal Railroad Administration has not acknowledged public, municipal, legislative, or Congressional concerns expressed in two states about their fundamentally flawed planning process, insufficient public outreach, or un-substantiated inclusion of the Old Saybrook to Kenyon bypass in the F-EIS.

No state along the entire Northeast Corridor is as significantly or extensively impacted by the NEC Future planning process as Connecticut. The representative route of the Preferred Alternative identified in the Tier 1 F-EIS directly impacts numerous historic and environmentally sensitive communities. Singularly and collectively, these are resources that cannot be mitigated or replaced, and the Connecticut Trust is pledged to defend them.

Regards,

Daniel Mackay
Executive Director
CT Trust for Historic Preservation

Gregory Stroud
Director of Special Projects
CT Trust for Historic Preservation

CT·TRUST
FOR HISTORIC
PRESERVATION

NEC FUTURE: Final Environmental Impact Statement

Public Comment

February 17, 2017

Daniel Mackay, Executive Director
Connecticut Trust for Historic Preservation

Gregory Stroud, Director, Special Projects
Connecticut Trust for Historic Preservation

Robin Breeding, Co-Director, Acting
Diane Mallory, Co-Director, Acting
SECoast

An Unprecedented Federal Process

It is unfortunate, that the Federal Railroad Administration has chosen to adopt a National Environmental Policy Act (NEPA) process, as part of NEC Future, that attempts to circumvent, rather than satisfy, well-established standards for federal planning, environmental and preservation law. As many have noted, both in favor and opposed, NEC Future is unprecedented. Such novelty, as part of a $120-plus billion-dollar program, amounting to likely hundreds of federal actions of significant impact, should give the public, the courts, and decision-makers pause.

As purely a matter of process, NEC Future sets an unacceptably low bar for present and future infrastructure planning in Connecticut. For this reason alone, the Connecticut Trust for Historic Preservation will oppose, and if necessary contest, such efforts to circumvent meaningful environmental review as required by the National Environmental Policy Act, and related regulation. For nearly a half-century, such review has enrichened, rather than truly impeded, development and progress in the United States.

It is evident, however, that NEC Future is already more than a matter of process, creating significant facts on the ground, such as shaping property values and investment, posing significant threats to cultural and historic resources in Connecticut, and their meaningful environmental surroundings.[1] You cannot simply draw a line on a map of coastal Connecticut, a line representing billions of dollars of construction, development, and eminent domain, representing seventy-nine miles of proposed new rail corridor through communities uniquely dense with environmental and historic resources, without far-reaching consequences not easily undone.

The Connecticut Trust is not opposed to progress, or to modernizing the existing corridor. Nor is it in the interest of any party, including the Connecticut Trust, to tie up needed infrastructure investment in endless, unwanted and unnecessary legal battles. But like transportation, historic and environmental resources in New England are a significant motor for economic development, investment, and sustainable growth.[2] The National Environmental Policy Act, and the courts, have established a balance of baseline standards for environmental review, not to impede, but to foster worthwhile federal actions.

"Stubborn problems … swept under the rug"

This balance of public interests is apparent in *Silva v. Lynn*, a four-decade-old decision by the First Circuit Court, requiring a detailed environmental impact statement to help "insure the integrity of the process of decision by precluding stubborn problems or serious criticism from being swept under the rug." Three decades later, in *Utahans for Better Transportation v. United States Department of Transportation*, the Tenth Circuit Court ruled that agencies must include a reasonable range of alternatives that are "non-speculative and bounded by some notion of feasibility."

One wonders, if not in this instance, then at what point can we reasonably agree that an alternative or route or matter of construction has exceeded notions of speculation and feasibility? Surely there is no more fitting example of a potentially stubborn problem than the extraordinary and entirely unstudied challenges posed by seventy-nine miles of new rail corridor through Connecticut; a corridor that when unbundled at Tier 2,[3] will pose so many challenging, impactful, and constituent problems that the endeavor has been dismissed outright by Senator Richard Blumenthal of Connecticut, as "half-baked and harebrained."[4]

How else to describe the selection and inclusion of these seventy-nine miles of new rail corridor in a Preferred Alternative based on nothing more substantial than "readily available data," than as "stubborn problems … swept under the rug"? Without significant revision, the Federal Railroad Administration's current plans for Connecticut, as delineated in the F-EIS documentation, do not merely invite intervention through the courts, they nearly require it.

Putting aside the considerable financial, environmental, engineering and historic preservation concerns of crossing of the Connecticut River at Old Lyme (whether by tunnel or aerial structure); putting aside the engineering and national security concerns of constructing likely the third-longest railroad bridge in the United States to cross the Thames River near the Naval Submarine Base New London; given that the NEC Future Final Environmental Impact Statement (F-EIS) acknowledges that "the greatest potential for the Preferred Alternative to contribute to adverse cumulative effects is where new segments are proposed"[5]; given that, in addition, the NEC Future F-EIS highlights both New Rochelle to Greens Farms, and Old Saybrook to Kenyon, as two of four new segments along the entire Northeast Corridor with "the greatest

potential for impact" due to planned "elevated construction"[6]; given the extraordinarily narrow confines for significant new construction in coastal Connecticut, and in Fairfield County in particular; isn't a significantly more detailed environmental impact statement for these seventy-nine miles of new rail corridor, prior to foreclosing on other routes and solutions with a Tier 1 Record of Decision, simple prudence and due-diligence?

Streamlining, Diligence and Executive Order 13274

Indeed, nearly thirty years after *Silva v. Lynn*, such prudence and diligence was underscored as part of an effort, with Executive Order 13274, to streamline the NEPA process under President George W. Bush. Tasked with guiding federal agencies to avoid a growing and stubborn problem[7] of evaluating indirect and cumulative impacts in a manner satisfactory to the courts, the Indirect and Cumulative Impacts Work Group issued a *2005 Base Line Report*, which identified a lack of early and sufficient study as a primary cause of unnecessary delays. The report went on to recommend "consideration of impacts earlier in planning."

> Analysis of indirect and cumulative impacts is required at the project development stage. In order to expedite analysis in project development and ensure consideration of the most environmentally beneficial outcomes, the planning process is an important point in which to begin the process of considering indirect and cumulative impacts, and to integrate transportation, land use, and environmental planning.[8]

It is hardly the case that existing regulatory standards have placed the Federal Railroad Administration at a disadvantage, or that additional study of the seventy-nine miles of new rail corridor in Connecticut would lead to meaningful delays in planning, investment or construction, given more than a decade's worth of pending higher priorities along the existing Northeast Corridor.[9] Surely, the Federal Railroad Administration can take the time *to speed up* the process, by giving a potentially stubborn problem due consideration, guided by the *2005 Base Line Report* and various federal court rulings cited herein.

The National Environmental Policy Act as a 'Sunshine Law'

For the last four decades, the courts have consistently allowed the federal government a remarkable freedom of action, with the simple and reasonable constraint of providing for informed public comment and decision-making. The National Environmental Policy Act is a modest but essential guarantor of good process, through a mechanism of 'sunshine.' But for this

check and balance to have any meaning or purpose, the D.C. Circuit Court ruled in *Calvert Cliffs' Coordinating Committee v. United States Atomic Energy Commission* that federal agencies must be held to a "strict standard of compliance."

The court set a notably high bar of "full disclosure," tempered only by a "rule of reason," for the purposes of informing every important stage of the decision-making process, noting that in 42 USC § 4332 "the phrase 'to the fullest extent possible' clearly imposes a standard of environmental management requiring nothing less than comprehensive and objective treatment by the responsible agency."

Regulations for implementing the procedural provisions of the National Environmental Policy Act are equally clear, and stringent, that the Federal Railroad Administration must "make diligent efforts to involve the public," as required by C.F.R. 1506.6(a), and for the purposes of providing sufficient detail for timely decision-making, must provide "any underlying documents available to the public pursuant to the provisions of the Freedom of Information Act" as required by C.F.R. 1506.6(f).[10]

Usefulness and Sufficiency in *Carmel-by-the-Sea v. U.S. DOT*

Although the National Environmental Preservation Act does not specifically require mitigation for direct, indirect, or cumulative impacts, in *Carmel-by-the-Sea v. U.S. DOT,* the court found that NEPA analyses must evaluate the combined effects of actions in sufficient detail to be "useful to the decision maker in deciding whether, or how, to alter the program to lessen cumulative impacts."[11] This standard applies also to a variety of statutes relevant in this case requiring consideration of indirect or cumulative impacts, including the Clean Water Act (CWA) Section 404 (b)(1) [40 CFR 230 subpart B], Section 106 of the National Historic Preservation Act (NHPA) [36 CFR 800], Section 7 of the Endangered Species Act (ESA), the Farmland Protection Policy Act [7 CFR 658], and Section 309 of the Clean Air Act.

Never has it been sufficient simply to amass fourteen-hundred pages or so of FEIS documentation—three pages per project mile, one page per $85 million of project dollars—and satisfy the courts. The amassed detail must also be "useful," as explained in *Carmel-by-the-Sea*, and it must concentrate on issues of true significance for the purposes of decision-making, rather

than useless detail, as explained by the Supreme Court in *Marsh v. Oregon Natural Resources Council*. The provided detail must also be reasonably consistent, as required in *Marsh*, when the Court adopted arbitrary and capricious as a standard for the review of an Environmental Impact Statement (EIS).

As explained in *Motor Vehicles v. State Farm*, "an agency rule would be arbitrary and capricious if the agency … entirely failed to consider an important aspect of the problem." Even allowing for the Court's further guidance, which precludes "flyspecking" an EIS to determine whether claimed deficiencies are significant enough to defeat the purpose of the National Environmental Policy Act, it is clear that in planning the seventy-nine miles of new rail corridor in Connecticut and Rhode Island as part of NEC Future, the Federal Railroad Administration has substantially failed to meet these well-established standards.

Tiering, Decision-making, and Ripeness

An EIS is not an end in itself, or a retrospective exercise, but a constituent part of an enduring, multi-part decision-making process. In the case of NEC Future, this EIS is a Programmatic Environmental Impact Statement (P-EIS), replacing an existing blueprint dating to 1978 for the entire four-hundred-fifty-three-mile corridor stretching from Washington, D.C. to Boston, and ancillary off-corridor projects.[12] Following issuance of a Record of Decision at the close of Tier 1 (expected as early as March 1, 2017) this P-EIS will guide development and investment for the Northeast Corridor until at least 2040. The decisions made prior to and the decisions made resulting in the Record of Decision present once-in-a-generation opportunities to shape the economic future of the northeastern United States.

We do not dispute that due to the sheer scale of the project, the separation of NEC Future into two successive tiers is not only reasonable, but a well-established part of NEPA. Each tier is structured by a standard of ripeness, providing the Federal Railroad Administration reasonable latitude to collect and evaluate data, provided that sufficient detail is offered in a timely manner to inform decision-making. As explained in 40 C.F.R. 1508.28(b), "[t]iering in such cases is appropriate when it helps the lead agency to focus on the issues which are ripe for decision and exclude from consideration issues already decided or not yet ripe."

In the case of NEC Future, however, the Federal Railroad Administration has set a standard of ripeness which is unnecessarily narrow; which is insufficient to inform the evaluation and selection of an Action Alternative which impacts Connecticut and Rhode Island; which is arbitrary in its equal consideration of well-studied and unstudied projects bundled temporarily together for the purposes of Tier 1; and which, by relying on a Tier 1 standard of "readily available data," and delaying consideration of "site-specific" and "location-specific" issues until after a Record of Decision, leaves unstudied potentially stubborn regional problems, including the construction of seventy-nine miles of new rail corridor in Connecticut and Rhode Island, as well as the significant engineering challenges represented by crossings at the Connecticut River and Thames Rivers.

Kenyon to Old Saybrook Bypass

In the case of the proposed new crossing of the Connecticut River, not only are there significant stubborn concerns regarding potential impacts to National Historic Landmark Florence Griswold House and Museum, the historic structures of the Lyme Academy of Fine Arts, the surrounding Old Lyme National Register historic district, numerous additional National Register-eligible structures, and the only major river mouth in the northeastern United States without a developed port. The uncertain choice of construction of a bridge or tunnel suggests multi-billion dollars in additional project costs, an uncertain quantity and quality of additional impacts, raising fundamental questions concerning the plausibility and feasibility of the entire fifty-mile Kenyon to Old Saybrook Bypass.

Given the extraordinary challenges of planning and constructing a crossing of the Connecticut River, and the necessity of such a crossing to create the western gateway for the fifty-mile Kenyon to Old Saybrook Bypass, to select this routing, and to foreclose on alternatives, to rely solely on "readily available data" and to claim that these issues do not rise above "site-specific" or "location-specific" lacks not only prudence, but reason and commonsense.

Fifteen miles further to the east, the proposed Kenyon to Old Saybrook Bypass requires a crossing of the Thames River at New London. Given the compact nature of the small 5.6-square-mile city with 40% of property by-value tax-exempt, and the already considerable acreage consumed by existing transportation infrastructure, a proposed planned aerial structure through

the limited commercial tax base of New London poses an irreconcilable, almost existential, impact.[13] The nearby Naval Base New London raises considerable, but uncertain, questions of impacts to national security activities. The crossing would directly impact the National Register-pending historic district of Hodges Square, undermining state and local planning efforts to restore cohesiveness to a city torn apart by a previous generation of transportation projects, including the I-95.SR-85 and SR-32 interchanges. The I-95 Gold Star Bridge, at 6000 feet in length, is presently the longest bridge in Connecticut. At a required 1.5 percent grade, engineering and designing a parallel aerial rail crossing would require the third-longest railroad bridge in the United States, at 18,000 feet in length.[14]

Figure 1. Gold Star Bridge and extant crossings of the Thames River at New London

Given the extraordinary challenges of planning and constructing a new high speed rail crossing on a new alignment over the Thames River, and the necessity of such a crossing for the fifty-mile Kenyon to Old Saybrook Bypass, to select this routing and to foreclose on alternatives by relying solely on "readily available data" and to claim that these issues do not rise above "site-specific" or "location-specific" again lacks not only prudence, but reason, and commonsense.

Thirty miles further to the east the proposed Kenyon to Old Saybrook Bypass poses numerous and significant impacts to historic, natural and easement-protected resources in the area of Charlestown, Rhode Island, including the National Register-listed Shannock Historic District, the National Register-eligible Columbia Heights Historic District, and the National Register-eligible Kenyon Historic District. The proposed route would travel over the White Rock Aquifer, which serves Westerly, RI and Pawcatuck, CT. The proposed route would also bisect a long strip of land, stretching nearly to the existing corridor, which was ceded to the Narraganset Tribe as

part of the 1978 Settlement Act. This tribal land was omitted from the data collected in the DEIS and FEIS process to inform the selection of the Preferred Route.

Agency Discretion and "Hard Look"

The considerable discretion granted federal agencies by the courts, as explained more than forty years ago in *Greater Boston Television Corp. v. FCC*, requires a counterbalancing standard for environmental review, that agencies take a "really 'hard look' at the salient problems and … genuinely engage in decision making" or else invite the intervention of the courts. It is unfortunate that in the case of the Kenyon to Old Saybrook Bypass, the Federal Railroad Administration has enjoyed such discretion, while failing provide a sufficient balance as part of a timely environmental review. Even by a dubious standard of "readily available information" the agency has fallen short. The NEC Future F-EIS lacks even a cursory evaluation of Thames River or Connecticut River crossings.

The Federal Railroad Administration has failed to include a supplemental EIS to review a proposed change at the Connecticut River from an aerial to a tunnel crossing. The formula included as part of the F-EIS to calculate environmental mitigation costs fails to meaningfully or reasonably evaluate the potential impacts of tunnel construction at the mouth of the Connecticut River, with the improbable assumption that a tunnel stretching at least four miles beneath river and estuaries, under a community largely dependent on wells for its water supply, built on glacial drift—all readily available information—would require "negligible environmental mitigation costs along and above their alignment with potential impacts only at their portal sites and only a few limited locations where ventilation structures would be needed at the surface."[15]

We do not dispute that the NEC Future Tier 1 environmental review may be sufficient, and the salient issues not yet ripe, for many areas along the Northeast Corridor where NEC Future planning is confined to the existing rail corridor, or involves well-considered projects predating NEC Future planning, such as the Hudson and Baltimore and Potomac Tunnel projects being prominent examples. In such cases, as is evident in the public comment submitted on the NEC Future Draft Environmental Impact Statement (D-EIS), the choice of 'blueprint' was not a notably salient issue.

Added Burden of Tier 1 Decision-making for Connecticut and Rhode Island

In Connecticut and Rhode Island, however, the Tier 1 review process has presented the public and decision-makers with the significant additional burden of selecting between three distinct Alternatives; each offering an alternate plan for many additional unstudied miles of new rail corridor; each posing vast, but uncertain, impacts. This burden was well-reflected in the volume and topicality of public comment on the NEC Future D-EIS, most notably in the outsized controversy and quantity of public comment from along the proposed Kenyon to Old Saybrook Bypass through southeastern Connecticut and Old Lyme, amounting to roughly half of all comments submitted by the public.

Charlestown, Rhode Island, likely the community second-most-impacted by the Preferred Alternative, was unfortunately entirely uninvolved in the environmental review process until months after the close of public comment for the D-EIS, so municipal leadership and residents contributed no comments until after the release of the F-EIS in December 2016. With the exception of the localized impact to the Patuxent Research Refuge in Maryland, which the F-EIS document indicates has been removed from NEC Future planning, and the routing through Long Island, shared with Connecticut as part of Alternative Three, such concern or controversy was unmatched elsewhere on the Northeast Corridor.[16]

Unfortunately, this additional decision-making burden was not balanced by additional detail, evaluation, or study, leaving the public and local and state officials insufficiently informed to understand or comment on a blueprint which would shape billions of dollars of infrastructure spending over the next three decades. In a public comment which summarized the concerns of involved state agencies, including the Connecticut Department of Transportation (CT DOT), Connecticut Governor Dannel Malloy refrained from selecting any of the three Alternatives without more detail and evaluation:

> Connecticut does not endorse any particular Action Alternative at this time. Rather, Connecticut strongly recommends that FRA initiate a phased Tier 2 Environmental Impact Statement (EIS) program. The first phase of the Tier 2 EIS should focus on enabling all projects identified in the No-Action Alternative (funded or unfunded) .... Additionally, this program should acknowledge and advance the federally-funded "Knowledge Corridor" initiative. Only after this is completed should major new capacity be evaluated. These bolder and more costly initiatives deserve much more rigorous and comprehensive evaluation before FRA can recommend investments of this magnitude .... Connecticut strongly recommends that FRA conduct this new corridor evaluation .... at a minimum: service development plans; forecasts of future land

> use and development; detailed economic and cost/benefit analysis; specific right-of-way, environmental, energy and construction impacts to our communities as well as our other transportation modes; and a coherent and sustainable funding strategy.[17]

On January 4, 2016, *The Connecticut Mirror* quotes CT DOT Commissioner and NEC Commission chairman James Redeker who sounds similarly doubtful of the detail available to inform the Tier 1 decision-making process in Connecticut:

> [E]ven James Redeker, Connecticut's transportation commissioner and the chair of the Northeast Corridor Commission that oversaw development of the study, was not sure it provided those affected by it with enough to judge it," the Connecticut Mirror reported on January 4, 2016. "Instead, NEC Future offered rail corridor options consisting of general locations, little detail about what it would take to put the rails there, no service development plan, and a broad price tag – but no funding strategy. That's not enough for people to make even a conceptual choice, Redeker said, though that is what people are being asked to do.[18]

In public comment on February 12, 2016, Connecticut Fund for the Environment requested "more information about the specific impacts expected with each Alternative. Without this information, it is unfair to request comments on the 'best' Alternative."[19]

The Federal Railroad Administration acknowledged, without directly addressing, these shortcomings as part of the NEC Future Comment Summary in section 4.7.3 *Challenge of Assessing Impacts at Tier 1 Level of Detail.* "The FRA received comments indicating that the level of detail in the Tier 1 Draft EIS was not specific enough to allow readers to evaluate the environmental impacts of the alternatives:

> 'The devil is generally in the details with these massive projects and the details on specific impacts to habitats of importance to birds and other wildlife and on open space other than state or federal lands are very difficult to assess from the maps and text that are provided…It is disturbing and unfortunate that the DEIS does not take into account state listed species…'
>
> 'The high level concepts presented in Alternative 2 and 3 are difficult to grapple with. Alternative 2 seems to generally follow the existing right of way in Massachusetts, but it is not clear whether the new segments would require any land taking—an issue that would be important for state and local stakeholders to understand.'
>
> 'It is difficult to form an opinion on the plan with an EIS so lacking in detail…There is no indication of any but State and Federal lands that will be impacted by this project. It is impossible to address this issue unless the maps delineate other threatened lands such as those owned by NGOs like the numerous Audubon Societies and the Nature Conservancy; plus there is no mention of Municipal lands, lands under easement, land trusts or private holdings.'
>
> 'The information provided in the DEIS regarding Alternative 3 is so nebulous that it is difficult to see how it can provide a suitable basis for decision-making. The DEIS vaguely indicates that the potential new route on Long Island would be installed in a 'trench' through the Town of Oyster Bay, between Garden City and the Main Line of the Long Island Rail Road in Farmingdale. The DEIS does not even include a generic discussion of how this physically would be accomplished in an area that is already essential fully built-

> out…or how potential impacts during construction and operation would be mitigated…'

Failure to Properly Consider Cumulative Impacts

Council on Environmental Quality (CEQ) regulations, 40 C.F.R. section 1508.7 for implementing the National Environmental Policy Act, set a stringent standard for the purposes of direct, indirect, and cumulative impacts, requiring the inclusion and evaluation of even "individually minor" "past, present, and reasonably foreseeable future actions regardless of agency (Federal or non-Federal) or person undertakes such other actions." In *Carmel-by-the-Sea*, the Ninth Circuit Court required that this process of evaluation be "useful to the decision maker in deciding whether, or how, to alter the program to lessen cumulative impacts." In *Neighbors of Cuddy Mountain v. U.S. Forest Service*, the Ninth Circuit Court found that "[t]o 'consider' cumulative effects, some quantified detailed information is required. General statements about 'possible' effects and 'some risk' do not constitute a 'hard look' absent a justification regarding why more definitive information could not be provided."

To this end, as part of NEC Future, the Federal Railroad Administration adopted a tiered structure for evaluating issues of cumulative impact, delaying "more site-specific" and "quantitative" evaluation until Tier 2 project analyses.[20]

> The cumulative effects assessment presented as part of this Tier 1 Final EIS should be considered a starting point when completing Tier 2 project analyses. Geographic and time boundaries for specific resources should be further defined and consideration of more site-specific past, present, and reasonably foreseeable actions should be given, including specific types of cumulative effects, such as time lags, fragmentation, and triggers and thresholds.[21]

A timely and sufficiently-informed evaluation of cumulative impacts is of particular concern for the purposes of decision-making in Connecticut, an additional burden acknowledged in the NEC Future F-EIS, which notes: "Connecticut has the greatest potential for the Action Alternatives to contribute to cumulative effects to transportation, land cover, hydrologic/water resources, and ecological resources from both other transportation projects and non-transportation projects."[22]

Unfortunately, the Federal Railroad Administration's NEC Future planning has fallen well short of balancing this additional burden with sufficient detail; the Tier 1 evaluation fails to constitute a "hard look," and fails to meet a standard of usefulness for the purposes of selecting an Alternative. The Federal Railroad Administration has failed to include even a cursory list of

Connecticut's "past, present, and reasonably foreseeable" transportation projects; failed to provide a single highway project for inclusion in the No Action Alternative; and failed to include any meaningful evaluation of the State of Connecticut's complementary $100 billion program for transportation investment—Let's Go CT!

On February 18, 2015, Connecticut Governor Dannel Malloy announced, "Let's Go CT!" a blueprint for $100 billion of statewide infrastructure building and investment on 5-year and 30-year time lines, including a corridor-long expansion of the Connecticut portion of I-95 over a "10-year ramp up construction period" at an estimated cost of $10.7 billion.[23] A 2004 study by CHA Consulting for CT DOT projected large-scale and significant impacts to historical and environmental resources along the I-95 corridor from Branford to Stonington, including impacts to sixty-seven acres of wetlands, seventy-eight streams, ten threatened and endangered species, one-hundred-forty-five noise sensitive areas, and requiring the acquisition or partial of acquisition of 200 properties, to widen the right of way.[24]

Not only does Let's Go CT! propose to significantly widen I-95 by adding additional northbound and southbound lanes, on October 19, 2016, the CT DOT announced plans for "economic development along the I-95 corridor from Greenwich to North Stonington."[25] These plans pose additional large-scale direct and indirect impacts, sprawl and induced growth.

The announcement of Let's Go CT! has been followed by concrete steps toward planning, funding, and construction. On July 14, 2016, the State Bond Commission approved $1.2 million to study the feasibility of widening I-95 between the New York/Connecticut border and New Haven.[26] On October 19, 2016 the CT DOT initiated two studies for potential investment scenarios on the I-95; "where highway congestion is most prevalent," between Bridgeport to Stamford, and the "primary area of need and the focus of the 'East' effort," between the Baldwin Bridge at Old Saybrook, and the Gold Star Bridge in New London.[27]

Statements by CT DOT Commissioner James Redeker to *The Day* on May 21, 2015, indicate that widening and developing the I-95 corridor is both a short-term and long-term priority for the state of Connecticut, with an immediate emphasis on the segment from Old Lyme to New London. "I think that is imminent in terms of us looking to the Bond Commission shortly to get that going, which is good news .... I think it's been on the back burner, if any burner, for too

long, and it's time to bring it to the front burner …. In the longer term and in the very near future, I think we'll be launching the initiation of the program to fix the interchange with 95/395 and begin to look at the widening of that section as a priority."[28]

CT DOT announced a five-year capital plan beginning January 2017 which proposes funding and enhancing Let's Go CT! as part of a plan self-described as "aggressive, multifaceted, multimodal." The plan includes "extensive capital improvements on highway and transit systems" which would "dwarf historical investment level," beginning with a "5 year Ramp-Up plan which included $2.8 billion in additional bond authorizations, including an additional $275 million in Federal Fiscal Year (FFY) 2016 and $520 million in FFY 2017."[29] The plans for fiscal years 2016 - 2020, prioritize two segments of the I-95 corridor for expansion and development:

- Segment 1a. "I-95 Stamford to Bridgeport Design"
- Segment 1b. "I-95 Baldwin Bridge to Gold Star Bridge Preliminary Design and ROW"[30]

Piecemeal planning and construction as part of the widening of I-95 at Segment 1b was evident during the March 21, 2016 – August 28, 2016 rehabilitation of the Society Road bridge over I-95 in East Lyme at Exit 73 (see figure 2 below).

Figure 2. Society Road Bridge over I-95 in East Lyme at Exit 73 (Photograph by Greg Stroud, June 4, 2016).

While largely unrecognized by the FRA's F-EIS for NEC Future, Let's Go CT! and NEC Future are complementary state and federal transportation programs, sharing respective planning horizons of 2045 and 2040 sharing scales of financing, with $100 billion and $135 billion budgets; and physical context, a point underscored in public comment on the NEC Future D-EIS by Connecticut Governor Dannel Malloy, "[t]he Northeast Corridor is, of course, vital to Connecticut's economy. That is why my 30-year $100 billion program (Lets Go CT!) invests heavily in rail generally, and the Corridor in particular."[31]

Setting aside upgrades to the New Haven-Hartford-Springfield segment, which is technically an off-corridor "related project," the defining feature of the NEC Future Preferred Alternative in Connecticut is a realignment and augmentation of the existing shoreline rail corridor onto, alongside, and nearby the I-95 corridor, with the construction of seventy-nine miles of new rail corridor. This new construction is separated into two new segments of approximately twenty-nine and fifty miles, "in parallel" and "in close proximity" to the I-95 corridor.

- Segment 2a. New Rochelle to Greens Farms (~29 miles)

  > "The segment runs parallel to I-95 typically on embankment or aerial structure through Greenwich, Stamford, and Norwalk; terminating in Westport west of Greens Farms Rail Station. Most of the potential acquisitions would occur in Fairfield County and would include primarily developed land covers, many adjacent to highway transportation corridors."[32]

- Segment 2b. Old Saybrook to Kenyon (~50 miles)

  > "Most potential acquisitions would occur in New London County and would include developed and undeveloped land covers in close proximity to I-95 across the Thames River in New London through Groton and Stonington."[33]

By combining Let's Go CT! Segments 1a and 1b and NEC Future Segments 2a and 2b into a single map, it is apparent that these two infrastructure projects share not only scale and timing, but also route, as well as areas of context and potential impact (see figure 3 below).

Together, these projects present an extraordinary concentrated investment of billions of dollars in transportation expansion, direct and induced development, which clearly meet a standard of "reasonably foreseeable for the purposes of cumulative impacts analysis," as required in *Clairton Sportsmen's Club v. Pennsylvania Turnpike Commission*.

> Factors that indicate that an action or project is reasonably foreseeable for the purposes of cumulative impacts analysis include: whether the project has been Federally approved; whether there is funding pending before any agency for the project; and whether there is evidence of active preparation to make a decision on alternatives to the project.

Given that the NEC Future F-EIS acknowledges that "the greatest potential for the Preferred Alternative to contribute to adverse cumulative effects is where new segments are proposed," and that both segment 2a New Rochelle to Greens Farms, and segment 2b Old Saybrook to Kenyon, are identified as two of four new segments along the entire Northeast Corridor with "the greatest potential for impact" due to planned "elevated construction," there is no doubt that for the purposes of evaluating and selecting between Alternatives in Connecticut, these cumulative impacts are a salient issue for the purposes of Tier 1 decision-making.

Figure 3. Map of NEC Future and Let's Go CT! segments

It is remarkable then, given fourteen-hundred pages or so of data and evaluation, that the summary conclusions for the Tier 1 "qualitative" evaluation of cumulative effects are so lacking in detail, that it is unclear whether Let's Go CT!, and the proposed $100 billion investment, are even included in NEC Future planning.

> A specific geographic area of note is Connecticut. As indicated in this analysis, Connecticut has many transportation and non-transportation initiatives ongoing or proposed. Implementation of these initiatives, in conjunction with the Action Alternatives, has the opportunity to provide numerous benefits to Connecticut but could also negatively affect numerous resources within this one state.[34]

If not to inform decision-making, why else undertake an evaluation of cumulative effects? Unfortunately, such brief, summary conclusions are hardly indicative of an adequate or serious-minded evaluation, whether qualitative or quantitative.

Deficient NEC Future Maps

Even respecting the significant hurdles to preparing maps and documentation of sufficient detail along a four-hundred-fifty-three-mile corridor, it does not follow that the Federal Railroad Administration has chosen to provide to the public a quality of maps as part of the NEC Future F-EIS which, regardless of scale, makes no meaningful distinction between I-95, a multilane divided interstate highway, and numerous other local two-lane and four-lane roads. The result is a mapping atlas which for the purposes of Connecticut is neither "useful" nor focused on issues of true importance for decision-making at the Tier-1 level, as required by the courts in *Marsh*, and *Carmel-by-the-Sea* (see figure 4, maps 2a and 2b below).

Never has it been sufficient to simply amass information as part of an environmental review, but in the case of maps included as part of NEC Future documentation, the level and type of detail provided functions to obscure, rather than reasonably document, even the largest of regional-scale transportation infrastructure. If not to inform decision-making, then to what purpose does the Federal Railroad Administration include a mapping atlas as part of NEC Future? These concerns are well-reflected in public comment that repeatedly called for greater detail to inform and assess potential project impacts.

In public comment on the NEC Future D-EIS, on February 16, 2016, Stewart J. Hudson of Audubon Connecticut complained that the "devil is generally in the details with these massive

projects and the details on specific impacts … are very difficult to assess from the map and text that are provided. This is a huge plan with major implications for Connecticut's habitat, open space, development patterns and our transportation network in the state."[35]

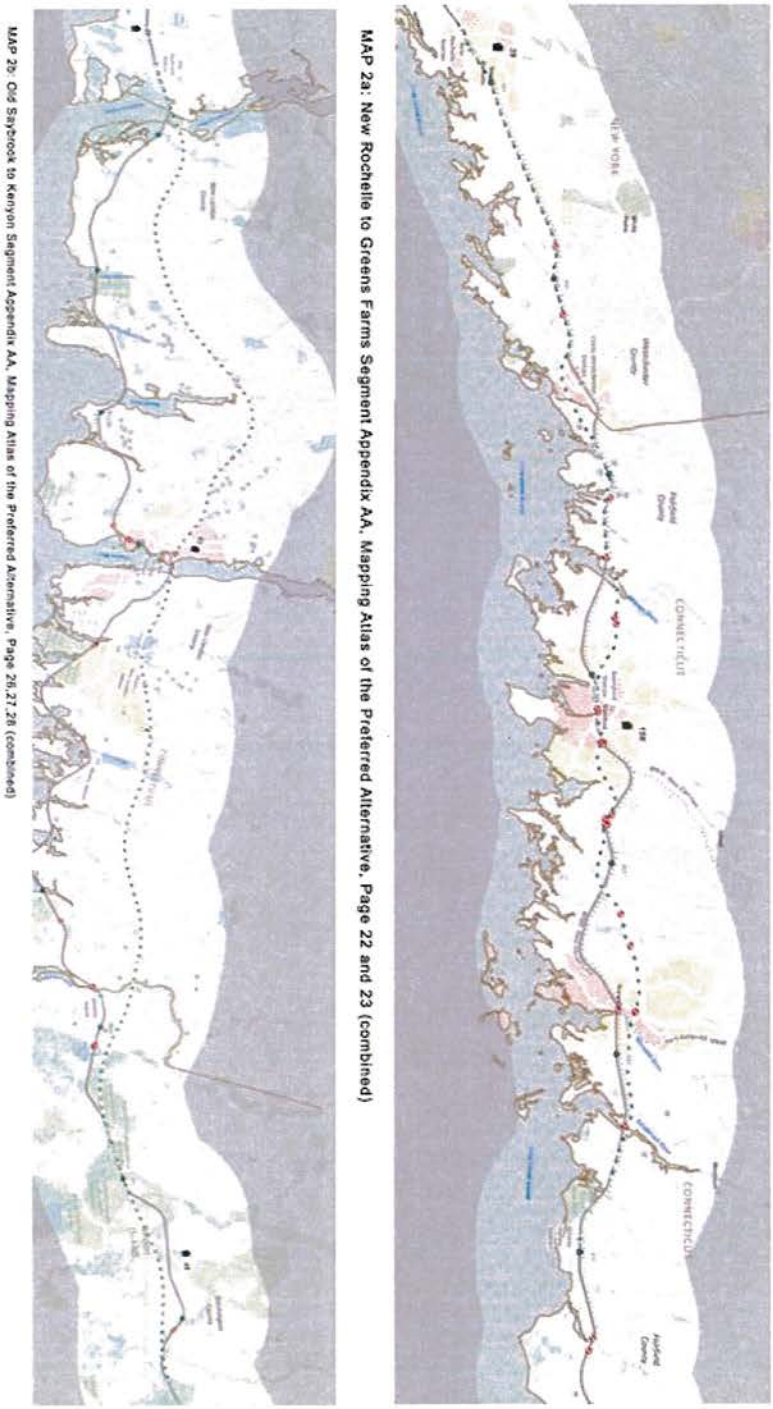
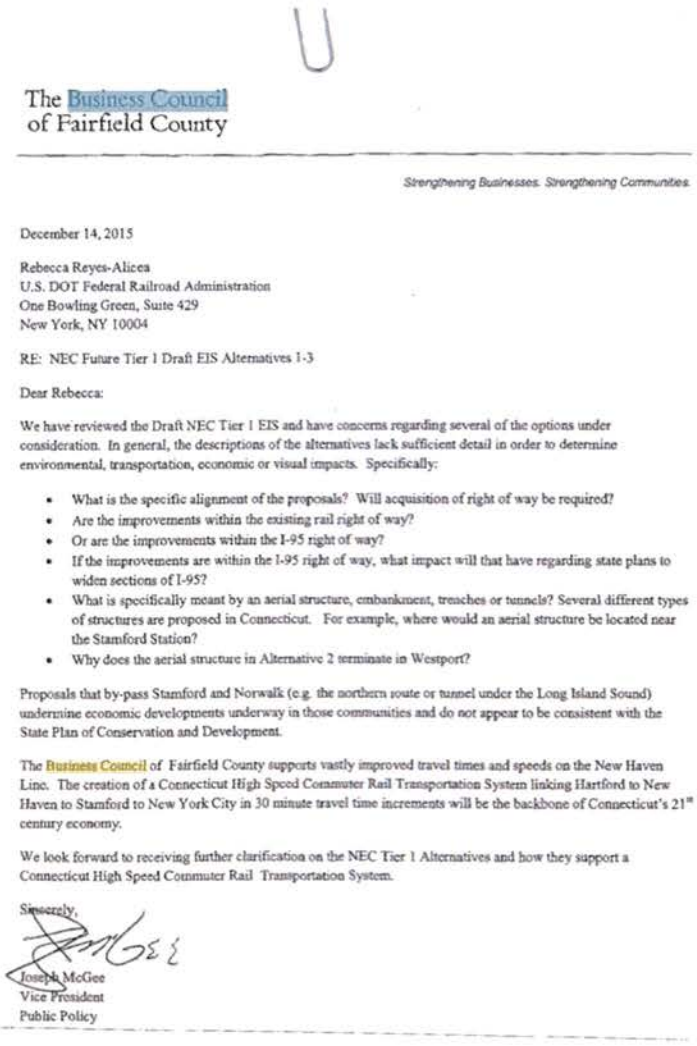


Figure 4. NEC Future Maps 2a and 2b.

In public comment on the NEC Future D-EIS, on December 14, 2015, Joe McGee, vice president of public policy at the Business Council of Fairfield County, wrote to the Federal Railroad Administration to complain that they "have concerns regarding several of the options under consideration. In general, the descriptions of the alternatives lack sufficient detail in order to determine environmental, transportation, economic or visual impacts." McGee pointedly raised questions regarding I-95, plans to widen I-95, and consistency with state planning, focusing on the portion of corridor coinciding with segments 1a and 2a, most affecting decision-making in Fairfield County (see figure 5 below).[36]



The Business Council
of Fairfield County

Strengthening Businesses. Strengthening Communities.

December 14, 2015

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

RE: NEC Future Tier 1 Draft EIS Alternatives 1-3

Dear Rebecca:

We have reviewed the Draft NEC Tier 1 EIS and have concerns regarding several of the options under consideration. In general, the descriptions of the alternatives lack sufficient detail in order to determine environmental, transportation, economic or visual impacts. Specifically:

- What is the specific alignment of the proposals? Will acquisition of right of way be required?
- Are the improvements within the existing rail right of way?
- Or are the improvements within the I-95 right of way?
- If the improvements are within the I-95 right of way, what impact will that have regarding state plans to widen sections of I-95?
- What is specifically meant by an aerial structure, embankment, trenches or tunnels? Several different types of structures are proposed in Connecticut. For example, where would an aerial structure be located near the Stamford Station?
- Why does the aerial structure in Alternative 2 terminate in Westport?

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

The Business Council of Fairfield County supports vastly improved travel times and speeds on the New Haven Line. The creation of a Connecticut High Speed Commuter Rail Transportation System linking Hartford to New Haven to Stamford to New York City in 30 minute travel time increments will be the backbone of Connecticut's 21st century economy.

We look forward to receiving further clarification on the NEC Tier 1 Alternatives and how they support a Connecticut High Speed Commuter Rail Transportation System.

Sincerely,

Joseph McGee
Vice President
Public Policy

Figure 5. Public Comment on NEC Future Draft Environmental Impact Statement

More than a year later, after the release of the NEC Future F-EIS, and an included formal response which failed to substantively answer any of these questions, McGee was quoted in the January 9, 2017 edition of the Connecticut Mirror, writing again to the Federal Railroad Administration with these concerns, requesting "larger copies of maps in the plan, with I-95 and U.S. 1 clearly marked."

> The Business Council of Fairfield County last week wrote FRA Administrator Sarah Feinberg, saying … it was concerned about proposed new aerial structures and embankments. It asked for larger copies of maps in the plan, with I-95 and U.S. 1 clearly marked. "It's difficult to grasp the alignment without those important landmarks," the letter said … "There are so many unanswered questions," said Joseph McGee, vice president of public policy at the council. While McGee said there is great support for the plans to upgrade the rails along the existing corridor and through the same cities in Fairfield County, "the proof is in the details."[37]

The Federal Railroad Administration has had ample opportunity to supplement or correct these deficiencies prior to the announcement of the Preferred Alternative on December 16, 2016; has had ample opportunity to sufficiently account for I-95 in NEC Future planning, and to provide high-quality maps as part of its obligation under C.F.R. 1506.6(a) to "make diligent efforts to involve the public."

To this point, on April 4, 2016, SECoast, a special project of the Connecticut Trust for Historic Preservation, filed Freedom of Information requests with the Federal Railroad Administration for detailed maps and documentation. Despite repeated later inquiries, and vague assurances by a liaison for the Federal Railroad Administration that such requests were handled "first come, first served," a limited number of charts and even-less-detailed maps were mailed on January 30, 2017, arriving after the completion of the thirty-day waiting period prior to the Record of Decision. The request for documentation remains unfilled.[38] If not for the purposes of informing decision-making, why are federal agencies specifically tasked with making underlying documents available through provisions of the Freedom of Information Act, as required under C.F.R. 1506.6(f)?

Indeed, given these failures of diligence and openness, it was disappointing to learn that the Federal Railroad Administration has utilized higher-resolution and more detailed maps unavailable to the public or stakeholders throughout the planning process. An example of these maps was included in the January 11, 2017 webinar, *NEC Future: A Rail Investment Plan for the Northeast Corridor Our Future on Track Resource Agency Briefing*. Unfortunately, a written

request by the Connecticut Trust for Historic Preservation on January 11, 2017 requesting access to these maps was denied by NEC Future project Environmental Lead Amishi Castelli, who cited "compliance with data sharing agreements" (see figure 6 below). Once again, the Federal Railroad Administration falls needlessly short of the stringent standard of "full disclosure" as required by the court in *Calvert Cliffs'*. What reasonable argument is there to deny the public access to the same quality and variety of maps freely available to state and federal agencies for NEC Future Alternatives, particularly given the elevated public interest and engagement in this project?

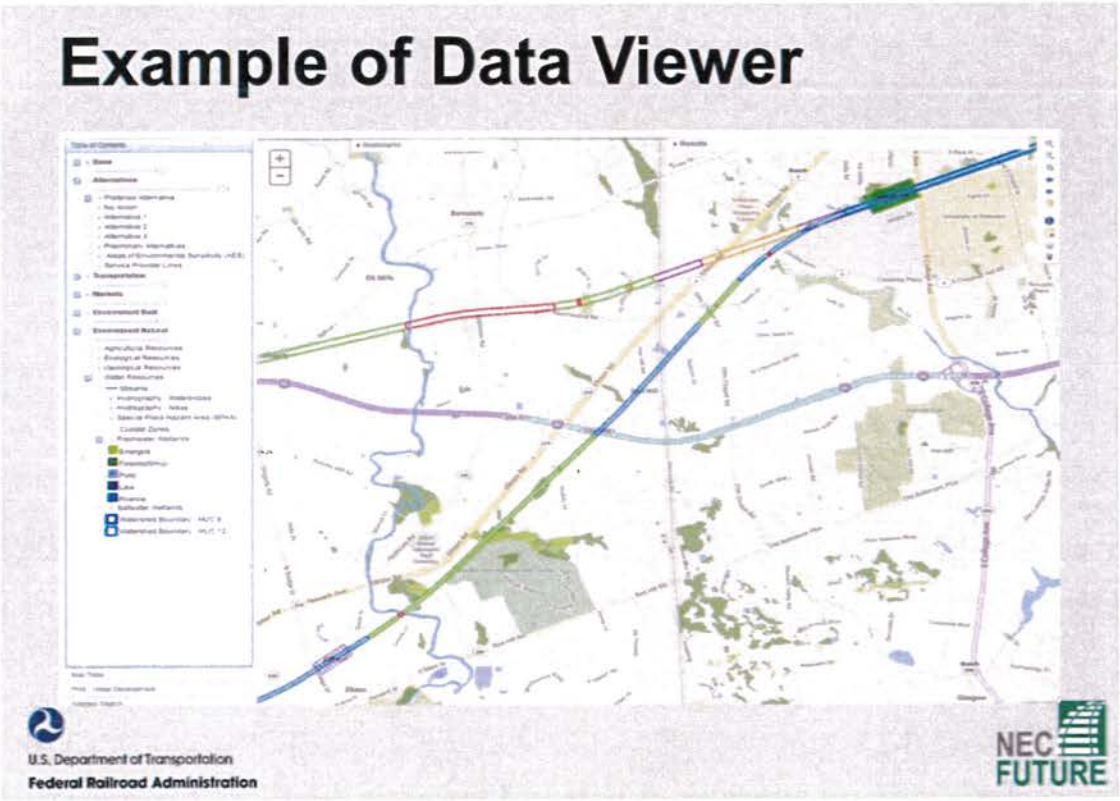


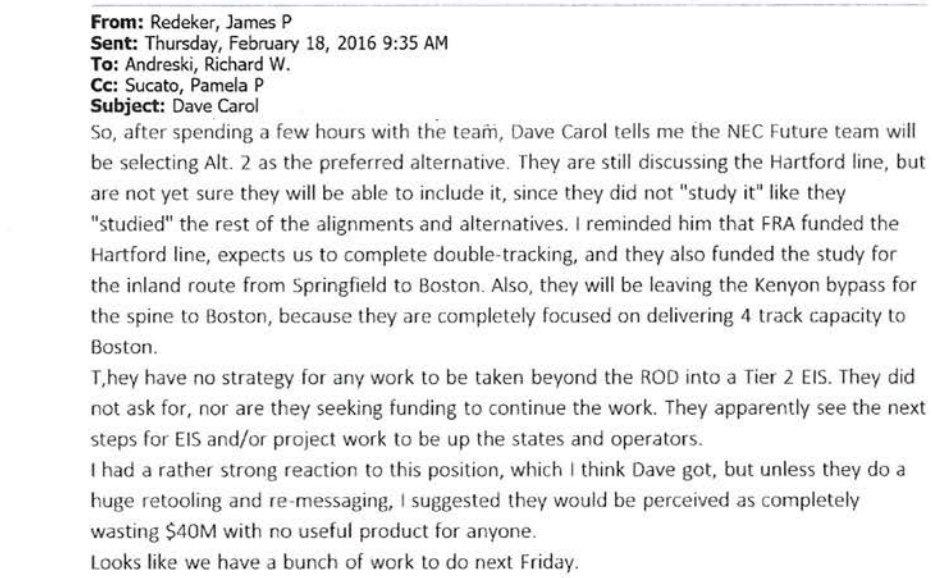
Figure 6. Data Viewer. Excerpted from NEC Future: A Rail Investment plan ... (January 11, 2017).

Short-circuited Decision-making and Deficient Public Involvement

Public involvement is not an end in itself, but a constituent part of a decision-making process. As such, sufficient public involvement necessarily cannot be retrospective in either timing or purpose. As required by C.F.R. 1506.6(a) the federal agencies must "make diligent efforts to

involve the public," and must comply with provisions of the Freedom of Information Act as required by C.F.R. 1506.6(f). Unfortunately, there is significant and growing evidence that the Federal Railroad Administration fell well short of this standard of diligence and compliance, prematurely selecting a Preferred Alternative without a substantive or sufficient evaluation of public comment and releasing numerous official statements which can only be understood as part of an effort to obfuscate and exclude the public from the process of evaluating and selecting an Alternative.

Internal CT DOT emails obtained through the Connecticut Freedom of Information Act show that less than forty-eight hours after the close of public comment in February 2016, and after the late influx of well over a thousand public comments, CT DOT Commissioner James Redeker was already briefing his staff on the selection of a Preferred Alternative. "David Carol tells me the NEC Future team will be selecting Alt 2 as the preferred alternative …. Also, they will be leaving the Kenyon bypass for the spine to Boston, because they are completely focused on delivering 4 track capacity to Boston" (see figure 7 below).



From: Redeker, James P
Sent: Thursday, February 18, 2016 9:35 AM
To: Andreski, Richard W.
Cc: Sucato, Pamela P
Subject: Dave Carol

So, after spending a few hours with the team, Dave Carol tells me the NEC Future team will be selecting Alt. 2 as the preferred alternative. They are still discussing the Hartford line, but are not yet sure they will be able to include it, since they did not "study it" like they "studied" the rest of the alignments and alternatives. I reminded him that FRA funded the Hartford line, expects us to complete double-tracking, and they also funded the study for the inland route from Springfield to Boston. Also, they will be leaving the Kenyon bypass for the spine to Boston, because they are completely focused on delivering 4 track capacity to Boston.

T,hey have no strategy for any work to be taken beyond the ROD into a Tier 2 EIS. They did not ask for, nor are they seeking funding to continue the work. They apparently see the next steps for EIS and/or project work to be up the states and operators.

I had a rather strong reaction to this position, which I think Dave got, but unless they do a huge retooling and re-messaging, I suggested they would be perceived as completely wasting $40M with no useful product for anyone.

Looks like we have a bunch of work to do next Friday.

Figure 7. CT DOT Correspondence obtained through a May 22, 2016 FOI request.

More significantly, in a September 7, 2016 interview with Ana Radelat, a reporter for the *Connecticut Mirror*, CT DOT Public Transportation Chief Richard Andreski strongly suggested

that Tier 1 decision-making had been completed prior even to the start of public comment on November 15, 2015. "Andreski told the *Connecticut Mirror* he had the first indication there was a preferred route after speaking with FRA officials about 10 months ago. That's about the time the FRA released its three-alternative plan for the public to consider."[39]

The Federal Railroad Administration began circulating finalized maps of the Preferred Alternative, dated April 6, 2016, no later than July 12, 2016 as a component of a final Programmatic Agreement required to achieve compliance with Section 106 of the National Historic Preservation Act. This programmatic agreement was developed in parallel with the P-EIS process for NEC Future. Elizabeth Hughes, Director of the Maryland Historical Trust, was the first to sign the agreement on July 12; Kristina Newman-Scott, State Historic Preservation Officer for Connecticut signed the document on July 21, 2016 (see figure 8 below).

The Section 106 Programmatic Agreement process was finalized when Executive Director John Fowler of the Advisory Council of Historic Preservation signed off on the agreement on August 25, 2016, and the agreement was subsequently posted, as agency practice, to the Advisory Council for Historic Preservation's website. The same signed agreement is included as part of the NEC Future F-EIS, notably with updated and undated maps.

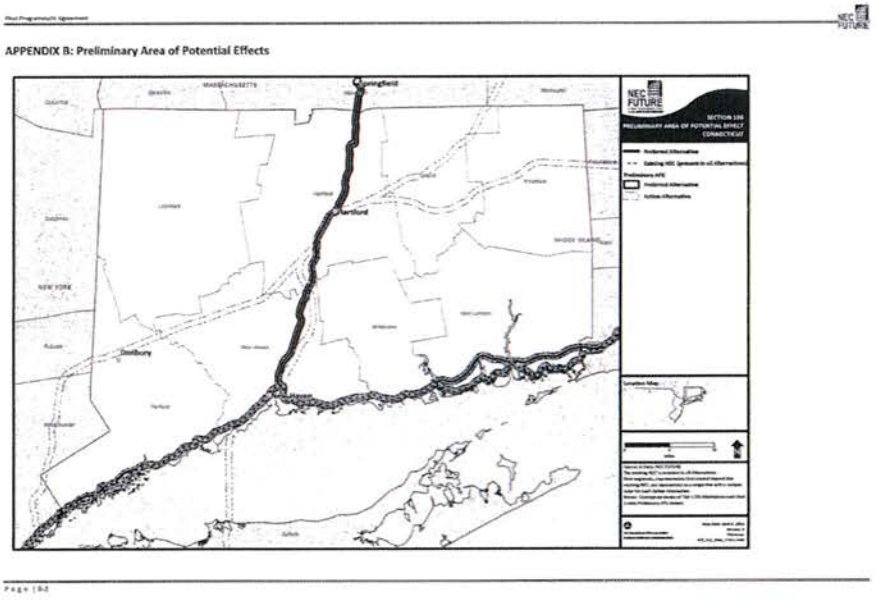


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Figure 8. Map of the Preferred Alternative. Section 106 Programmatic Agreement.

Less than a week after finalization of the Section 106 Programmatic Agreement, on August 31, 2016, NEC Future Project Head Rebecca Reyes-Alicea, together with various officials from the Federal Railroad Administration, including spokesperson Marc Willis, appeared at a public forum in Old Lyme, CT, where they repeatedly denied to local, state and federal officials that the process of selecting a Preferred Alternative route was complete.[41] Days later, when confronted by SECoast, the Connecticut Trust, and press inquiries, with the completed Programmatic Agreement and included maps, the Federal Railroad Administration requested that the Programmatic Agreement be removed from the Advisory Council for Historic Preservation's website.[42]

Indeed, for nearly a year after the selection of the Preferred Alternative, officials at the Federal Railroad Administration engaged in a pattern of obfuscation and deceit. Two weeks after maps of the Preferred Alternative had been finalized, in an April 20, 2016 letter to Old Lyme town officials, Rebecca Reyes-Alicea promised that, "in the event that the Preferred Alternative includes the supplemental segment between Old Saybrook, CT and Kenyon, RI, the Tier 1 Final EIS and ROD will specifically preclude use of an aerial structure through Old Lyme and identify the importance of mitigating impacts on the Connecticut River Estuary." Notably, the Final EIS fails to specifically preclude use of an aerial structure through Old Lyme.[43]

Confronted July 1, 2016 with evidence of a short-circuited decision-making process, Matthew Lehner, director of communications for the FRA, claimed in an emailed statement to *The Day*, that "FRA has not yet selected a vision, or even potential routes, for the Northeast Corridor."[44]

In reply to July 10, 2016 email that requested confirmation or comment on evidence of a premature selection of a Preferred Alternative, Rebecca Reyes-Alicea, assured Gregory Stroud, executive director of SECoast,

> We have continued our work on NEC FUTURE and have appreciated the feedback from the public and stakeholders, including Old Lyme. I wanted to confirm that the FRA has not yet selected a final vision for the Northeast Corridor (NEC). We have met with many leaders and residents throughout the corridor, including in Connecticut, and have talked with them about their concerns. We are taking these opinions into account as we continue our work.

On August 17, 2016, nearly a month after the finalized maps, including the Kenyon to Old Saybrook Bypass had been circulating, and days before they were posted to the American

Council on Historic Preservation website, an aide for the Federal Railroad Administration is quoted in *Politico*, denying a decision had yet been made.[45]

Only a day after Michael Johnsen, Acting Division Chief at the Federal Railroad Administration, signed off on the finalized routes to complete the federal agency's role in the Section 106 process, on August 23, 2016, a Federal Railroad Administration spokesperson is again quoted in the *Westerly Sun*, stating that, "FRA has not yet selected a vision, or even potential routes, for the Northeast Corridor. We have met with many leaders and residents throughout the corridor, including in Connecticut, and have talked with them about their concerns. We are taking these opinions into account as we continue our work."[46]

On August 31, 2016 Federal Railroad Administration spokesman Marc Willis further obfuscated after the public meeting in Old Lyme, assuring *Connecticut Mirror* reporter Kyle Constable, that "[i]f the new segment is included in the final vision for the Northeast Corridor, FRA has committed to not have an aerial structure through the historic district of Old Lyme."

As reported in the *Connecticut Mirror*, "While the federal government was spending months soliciting feedback from the public on several alternatives for overhauling the railroads in the Northeast corridor:

> "it had already identified a preferred plan that would dramatically change rail travel in Connecticut. The FRA's selection of the favored hybrid route, even as the agency spent months collecting more than 3,000 public comments and other input on three other alternatives, has sparked outrage among those who had hoped the agency would abandon its plans for a controversial routing option that would run through Old Lyme on its way east."[47]

During this same period, the Connecticut Trust for Historic Preservation and members of SECoast made consistent, constructive efforts to request documents from the Federal Railroad Administration through the Freedom of Information Act; sought clarification from the Federal Railroad Administration regarding salient data and interpretation for the purposes of Tier 1 decision-making; requested – but were denied - an opportunity for the public in southeastern Connecticut to ask questions and receive answers directly from the Federal Railroad Administration. These efforts have been almost uniformly rebuffed or ignored.

Notably, since the close of public comment on the NEC Future D-EIS on February 16, 2016, the one opportunity for the public to engage the Federal Railroad Administration north of New York

City was a January 25, 2017 open house in Springfield, MA. This meeting was comprised primarily of Connecticut and Rhode Island residents, who traveled significant distances to attend.

As a standard for agency involvement of the public, it is reasonable that diligence and "full disclosure" require not simply a quantity of effort and involvement, but also a quality. Unfortunately, as a matter of quality the Federal Railroad Administration fell far short of the obligations of a federal agency for public involvement in a NEPA process.

Deficient No Action Alternative

Development of a No Action Alternative is required under the National Environmental Policy Act to provide a baseline point of comparison for evaluating and selecting between the Alternatives. An informed and reasoned Tier 1 decision-making process demands the inclusive and consistent evaluation of past, present and foreseeable projects within the set boundaries of the Study Area.

Unfortunately, the NEC Future F-EIS No Action Alternative falls well short of the standard established as part of the June 2012 Scoping Package, specifically that "the No Action Alternative will include ongoing, funded or planned transportation improvements which can reasonably be expected to be in place by the project's future planning horizon of 2040."[48] As explained in the F-EIS, highway projects, which make up a significant portion of the baseline, were to

> consist primarily of individual interchange improvements and roadway widening on limited segments of the highway network, as well as bridge rehabilitation or replacement projects. Specific examples of these types of projects include I-95 John F. Kennedy Memorial Highway – MD 24 Interchange Improvements, Scudder Falls Bridge (I-95) Reconstruction and Widening in Pennsylvania and New Jersey, and the Nassau County Incident Management System in New York.[49]

In twenty pages of projects documented as part of the No Action Alternative, there are ten individual highway projects in Maryland, eight projects in Delaware, eighty-four projects in Pennsylvania, twenty-one projects in New Jersey, eight projects in New York, and sixteen projects in Massachusetts. These projects include adding "one lane in each direction to complete a minimum of three lanes in each direction for the length of the NJ Turnpike," a project directly analogous to plans in Connecticut adding one lane in each direction for the length of the I-95. It is remarkable, and troubling, then that as a baseline point of comparison, the No Action

Alternative projects list fails to include a single highway project in either Connecticut or Rhode Island prior to 2040.

Conclusions and Recommendations

Years before Congress passed the National Environmental Policy Act, the National Historic Preservation Act, or the Freedom of Information Act, Frances Perkins, Labor Secretary under Franklin Delano Roosevelt, observed that 'master builder' Robert Moses "loves the public, but not as people."[50] Perkins, an early sponsor of the Civilian Conservation Corps, was hardly an opponent of great building projects. Her point was rather one of balance, between abstract plans for the public good, and the inconvenient realities of actual people.

In the case of NEC Future, this balance is not a matter of sympathy or empathy, it is a basic matter of law. Public plans require diligent efforts, not only to notify, but to inform and involve the people. Unfortunately, the Federal Railroad Administration has never diligently involved the public in the NEC Future process. The Federal Railroad Administration has never attempted to provide timely satisfactory answers to salient questions or to sufficiently inform public comment and decision-making. In an effort to avoid the inconvenience of serving actual people, the Federal Railroad Administration has executed a year-long effort to mislead in numerous official statements and communications, an effort which in practice excludes and precludes the people from informed involvement in salient decision-making.

Like the five hundred people who packed a high school auditorium in Old Lyme, CT, on August 31, 2026, seven months after submitting more public comments than Boston, Philadelphia and New York City combined, the people have merely been given, grudgingly, the role of an audience. Meanwhile, whatever the actual documents and maps reflect, and however lacking the assurances, they are asked to trust in the reasonableness of the process, and bureaucratic inevitability of good ends. As David Carol, NEC Future project head at Parsons Brinckerhoff, reassured invited stakeholders in a March 14, 2016, webinar, "We are not in the business of destroying towns." As the Federal Railroad Administration is well aware, that is not how the law works.

The courts cannot promise the people wise or good decisions, much as the courts cannot promise the Federal Railroad Administration a wise or good public. Instead the courts are tasked with keeping a balance. In return for a large measure of discretion, the courts demand stringent standards of diligence, "full disclosure," and a requirement that federal agencies take a "really 'hard look' at the salient problems" for the purpose of decision-making. The courts protect the right of the people to meaningful involvement in 'the means,' with the reasonable expectation that the result will be the best possible 'ends' to a federal project.

For this reason, when a federal agency draws a line on a map, with vast implications for the people of Connecticut, and for environmental and historic preservation, it is incumbent on the public, its representatives in government, and for the Connecticut Trust, not to wait until after decisions are made, but to engage and inform, and if necessary, as the courts ruled in *Carmel-by-the-Sea*, to "alter the program," at each decision-making step along the way.

Given the vast abstract public benefits claimed for NEC Future—claims that the program is "essential" to the future health of the fifth-largest economy in the world—it is our view that for the purposes of Connecticut and Rhode Island, Tier 1 is the crucial decision-making step of the NEC Future planning process.[51] A Record of Decision that will significantly or entirely foreclose on alternate routes and substantive solutions, assuming such stakes, is in a practical sense a declaration of 'ends' unstudied.

As the court made clear in *Silva v. Lynn*, the promise that these 'ends' will later meet stubborn resistance as part of a Tier 2 review, is not an adequate remedy for an inadequate Tier 1 review. As the Ninth Circuit Court cautioned in *Northern Cheyenne Tribe v. Hodel*, "[b]ureaucratic rationalization and bureaucratic momentum are real dangers, to be anticipated and avoided." Such momentum is a product of mass and velocity, and with a project mass of historic scale, this NEC Future plan and all attendant impacts requires little forward motion to reach a level of concern for the courts. In our view, for the purposes of Connecticut and Rhode Island, "bureaucratic rationalization and bureaucratic momentum" are not only "real dangers" of the tiered NEC Future decision-making process, they are also features of a flawed NEC Future planning process.

Concerns and Solutions Prior to a Record of Decision

Our chief concern remains the approximately seventy-nine miles of proposed new rail corridor in Connecticut: the twenty-nine miles running from New Rochelle to Greens Farms, and the fifty miles running from Old Saybrook to Kenyon. In our view, the law requires that these two segments be removed from the Preferred Alternative prior to its selection and inclusion in a Record of Decision.

In the case of New Rochelle to Greens Farms, we ask that you remove the segment from the Preferred Alternative prior to its selection and inclusion in a Record of Decision. If warranted, after sufficient, open, and diligent consideration, this segment can be later amended to the NEC Future Tier 2 Alternative. In our view, this segment fully deserves a distinct Environmental Impact Statement.

In the case of the Old Saybrook to Kenyon bypass, we remain thoroughly opposed. In our view, a plan with impacts so numerous and widespread from a 30,000-foot view cannot reasonably improve with a site-specific Tier 2 environmental review. We ask that this segment of the proposed new rail corridor be removed from all documents, maps, and appendices as part of the Selected Alternative and Record of Decision. In addition, we ask for a commitment from the Federal Railroad Administration that this segment not be reconsidered or reintroduced as part of NEC Future Tier 2 plans or undertakings

In the case of the planned additional tracks between Branford Station to Guilford Station, we are not yet convinced that the Federal Railroad Administration has adequately acknowledged or considered several significant impacts to historic resources posed by this capacity solution, including the Route 146 National Register district, which includes structures dating to the early 1700s abutting and bounded by the existing Amtrak right of way. Nearby historic railroad structures, including a late 1800s water tower, engine house, and possibly a buried roundtable require identification and consideration. Given the cursory discussion and description of the project and impacts included as part of the NEC Future F-EIS, we ask that the Federal Railroad Administration also remove this project from the Preferred Alternative prior to its selection and inclusion in a Record of Decision. If warranted, after sufficient, open, and diligent consideration, this capacity solution can be later amended to the NEC Future Tier 2 Alternative.

In the case of upgrades and electrification to the existing New Haven to Springfield segment, we ask that you formally engage the Connecticut Trust on this project component as it moves forward, but at this time we do not expect historic resources or resulting avoidance or mitigation to be a significant impediment to this segment of NEC Future plan.

In the case of ongoing work to upgrade the existing Northeast Corridor, and the significant investments that will be required to meet a state of good repair, including projects enumerated as part of the "universal first phase," we ask that you formally engage the Connecticut Trust on this planning as it moves forward, and while it is certain that significant issues will be identified for mitigation, we do not anticipate that preservation issues would be a significant impediment to intended upgrades and investment.

If against our best advice the Federal Railroad Administration intends to include the seventy-nine miles of new rail corridor as part of the Record of Decision, we ask that you amend this decision to include the three Action Alternatives identified for Connecticut and Rhode Island in the D-EIS for continued study and evaluation, and possible selection in the Tier 2 process. Such a decision in our view would not satisfy the law, but would reduce the potential for unnecessary harm to historic, cultural, and environmental resources in Connecticut and Rhode Island.

A Higher Standard

We urge you to recognize that NEC Future is not only a once-in-a-generation opportunity to alter and inform a process of infrastructure planning, it is also the beginning of a generation-long process of decision-making and engagement with the state of Connecticut. We have an opportunity to either move forward together with an improved process and with projects supported by the public or we begin what will almost certainly be a decade-long adversarial struggle in the media, legislatures, Congress and the courts. Our strong preference is for an improved process.

To that end:

- We ask that the Federal Railroad Administration review, revise, and rigorously implement policies for involving the public which fully comply with 42 USC § 4332, C.F.R. 1506.6(a), and C.F.R. 1506.6(f). In particular, we ask that this compliance be

timely for the purposes of decision-making, and this compliance be guided by a "strict standard of compliance," "full disclosure," "to the fullest extent possible," tempered only by a "rule of reason," as enumerated in *Calvert Cliffs'*, for the purpose of an informed public and decision-makers.

- We ask that the Federal Railroad Administration make available for stakeholder access the NEC Future "Data Viewer" or subsequent updates to mapping programs and data utilized by the agency," or else adequately explain how this refusal complies with the provisions above.

- We ask that the Federal Railroad Administration include 'intensive' as well as 'extensive' investments and impacts for thorough study and evaluation as part of this and future Tier 1 reviews. To delay adequate consideration of projects as intensive as a multibillion dollar tunnel under the Connecticut River, in our view, falls short of standards of consistency and plausibility, as well as timely and informed decision-making.

- Given that Old Lyme submitted more public comments than any other location scheduled for a public hearing, we ask that, in this and other planning, the Federal Railroad Administration structure its public outreach in a manner which respects not only densities of population, but also densities of proposed impacts. The example of Old Lyme, in our view, was not an anomaly, but a wakeup call for the agency's public outreach and planning processes.

- In our view, the late and lack of timely involvement by affected communities, including Old Lyme and Charlestown, can in part be explained by the late identification of the Kenyon to Old Saybrook bypass, after prior outreach had either engaged communities along the Northeast Corridor, or put them at rest. In the interest of a more orderly and timely planning process, we ask that the Federal Railroad Administration implement procedures which would warn affected communities of such late additions to a federal planning process.

Conclusion

We recognize the significant effort made by the Federal Railroad Administration in its attempt to define, evaluate, and prioritize future investments for America's busiest passenger rail line. There is great value in the sort of broader regional coordination and planning attempted as part of NEC Future. We wholeheartedly support investment in the existing corridor, and we are confident that historic preservation can be a guide and handmaiden for a changing, growing, Northeast Corridor. We understand that the intent of the National Environmental Policy Act is to foster worthwhile federal actions, and while we embrace that goal. we regret that in the NEC Future process that FRA has fallen short.

In Rhode Island and Connecticut, where the Federal Railroad Administration proposes to add seventy-nine miles to the one-hundred-five miles of existing Northeast Corridor—a seventy-five percent increase in high-speed rail infrastructure—we remain unconvinced that the change and growth proposed by the NEC Future Preferred Alternative is worthwhile. This skepticism is broadly shared in Connecticut and Rhode Island, where a year-long effort by the Connecticut Trust, SECoast, and the public, as well as local, state, and federal representatives, to study, to engage and to alter this once-in-a-generation blueprint for the Northeast Corridor, has grown into determined and statewide opposition to the NEC Future plan. This is unfortunate and unnecessary. Federal agencies have an obligation to make diligent efforts to involve the public, and obviously the Federal Railroad Administration cannot go it alone, and expect to succeed or garner public support and funding.

It is reasonable, and there is precedent, for the scale of investments proposed as part of a Programmatic Environment Impact Statement to require a tiered structure, and that a great part of the study and detail be delayed until Tier 2 in the planning process. However, it is not reasonable, nor is there precedent, that the courts should allow the Federal Railroad Administration to structure such planning in a manner which precludes the public and decision-makers from exercising their well-established right to meaningful, timely and informed involvement in the process. Given that courts cannot promise the people wise or good decisions, for a federal agency to simply promise wise and good decisions in its stead is neither reasonable, nor sufficient.

For this reason, we ask that the Federal Railroad Administration drop the seventy-nine miles of proposed rail corridor, and the additional siding between Branford Station and Guilford Station, from the Preferred Alternative. We ask that Federal Railroad Administration remove all mention of the Kenyon to Old Saybrook segment from all documents, maps, and appendices as part of the Selected Alternative and Record of Decision. We ask for a commitment from the Federal Railroad Administration that this segment not be reconsidered or reintroduced as part of NEC Future Tier 2 plans or undertakings. We ask that the Federal Railroad Administration review and restructure the novel planning process adopted for NEC Future, so that it fully complies well-established procedure, standards, and federal law.

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[1] See for example, Howard, Lee. "Bypass plans may have hit Old Lyme home sales." The Day (New London). February 2, 2017. "In Old Lyme, the decline of more than 31 percent in sales and 13 percent in median prices was a concern for Bonnie Reemsnyder, the town's first selectman, who questioned whether plans for a high-speed rail bypass through town could have played a role." Declining property values have encouraged plans for a housing development on 12 acres of land near the National Register historic district of Old Lyme, a parcel within the area of potential effect, assessed in 2014 at $1,201,700 and purchased in December 31, 2015 for $455,500. A hearing for a subdivision into 4 lots was held on February 7, 2017 before the Old Lyme Planning Commission.

[2] See for example, *Measuring Economic Impacts of Historic Preservation: A Report to the Advisory Council on Historic Preservation*. November, 2011.

[3] This unbundling at the Tier 2 level is mentioned in passing as part of "Future on Track: Highlights of the Tier 1 Draft Environmental Impact Statement." November, 2015. "The Selected Alternative will be a road map for incremental improvement of the NEC necessary to achieve the selected vision for passenger rail in the NEC. A phasing plan will describe the priorities and proposed approach to implementing the improvements so that benefits throughout the NEC are maximized. As a framework for future rail improvements on the NEC, the Selected Alternative does not require any rail operator to fund or construct new infrastructure, but ensures that future investments by any entity are consistent with the long-term NEC vision and benefits all of its users. Improvements will be carried out as discrete projects that will undergo more detailed planning and environmental analysis." See also NEC Future F-EIS, volume 2, appendix E.06. "The Record of Decision associated with the Final Tier 1 EIS will document FRA's selection of an investment program, which will generally identify markets to be served and service levels, but not specific alignments or service plans. After that point, the investment program will be implemented as a series of discrete projects to be potentially led by agencies other than FRA, and to take place over the next several years. These projects (called Tier 2 projects) will draw on the early broad analysis presented in the Tier 1 EIS, but will each undergo their own NEPA (and Section 7, etc.) compliance processes during which exact service plans and alignments will be determined, and field-based environmental impact analyses/findings/mitigation plans will be developed. Permitting would also occur as part of Tier 2 projects."

[4] Stacom, Don. "Blumenthal Slams Idea of Amtrak Bypass Through Old Lyme." Hartford Courant. July 14, 2016.

[5] NEC Future F-EIS, volume 1, chapter 7.20.2

[6] NEC Future F-EIS, volume 1, chapter 7.10.2

[7] See discussion and advice for overcoming these obstacles in Florida Department of Transportation (Environmental Management Office), *Cumulative Effects Evaluation: Quick Guide*, 2012, as well as Washington State Department of Transportation, *Guidance on Preparing Cumulative Impact Analyses*, 2008.

[8] Executive Order 13274: Indirect and Cumulative Impacts Work Group, March 15, 2005.

[9] An ambitious agenda of high-priority infrastructure upgrades, listing 35 projects, 8 major bridges and 2 tunnels, was included in NEC Future D-EIS, chapter 10, table 10-1. This "Universal First Phase" did not include the Kenyon to Old Saybrook Bypass, or the 29-miles of new rail corridor in Fairfield County. See also, *The Amtrak Vision for the Northeast Corridor,* 2012 update, section 3.3 stair-step service milestones. In Amtrak's "stair step" approach,

building a new rail corridor is the sixth out of six stepped priorities. See also NEC Future, volume 1, chapter 10, Phasing and Implementation.

[10] Council on Environmental Quality, "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act," 40 C.F.R. parts 1500-1508. Public involvement requirements include 40 C.F.R. §§ 1501.4(b), 1501.7(a)(1), and 1506.6(b)

[11] Section 2.2.5: Cumulative Impacts, Indirect and Cumulative Impacts Work Group, Baseline Assessment Report. March 15, 2005.

[12] Northeast Corridor Improvement Project, Programmatic Environmental Impact Statement, 1978.

[13] In a statement made to the Transportation Committee of the Connecticut General Assembly on February 6, 2017, regarding the impacts of NEC Future on New London, Mayor Michael Passero testified that, "The proposed section of new rail bed that cuts through New London would be especially devastating to my city. The City of New London has approximately 5.67 square miles of land and, of that small area, nearly 50% of the land is non-taxable. New London's commercially developed land area comprises only 270 acres, approximately 7.3% of its total land. The City is one of the most densely populated cities in the State of Connecticut and provides all the municipal services of much larger cities. As such, the City struggles to maintain vital municipal services while keeping the tax burden to its property owners from being uncompetitively high. The proposed Kenyon By-pass would create a new rail corridor through New London that would wipe out a significant portion of existing tax generating property. New London simply cannot afford to lose any more taxable land."

[14] "In order to achieve the goal of eliminating/avoiding all movable bridges in the Old Saybrook to Kenyon bypass, the new bridge span across the Thames River needs to have a clearance at least as great as the Gold Star Memorial Bridge, which has a clearance of 135'. Spec No. 63 of Amtrak Engineering stipulates that main line tracks shall not exceed a grade in excess of 1.5%. Meeting these two requirements would necessitate the construction of a bridge that is at least 18,000 feet long, or roughly 3.5 miles. To put that into context, the Gold Star Memorial Bridge is currently the longest bridge in CT at 6000 feet. If built, this new bridge would not only dwarf the Gold Star in length, but would be the longest bridge in New England and the third longest in the states served by the Northeast Corridor. The western approach to the bridge would need to begin at the Waterford/New London town line, and the eastern approach would begin less than 1/3 of a mile from the Groton Reservoir. This span would be slightly longer than the new Tappan Zee Bridge, which has a projected cost of $4 billion to construct both spans. It is safe to assume that the cost for Thames River crossing bridge would cost nearly $2 billion. The calculation assume that the bridge is straight. If it curves, it may need to be even longer." [Note: our thanks to Tim Hanser, former Director of Public Works, City of New London for this calculation].

[15] NEC Future F-EIS, volume 2, appendix B.6, section 2.7.

[16] See for example, NEC Future Comment Summary Report (July, 2016), section 4.4. "There were two issues that generated a significant number of comments: 1) a proposed aerial structure through the town of Old Lyme as part of a proposed rail segment (in Alternative 1) between Old Saybrook, CT, and Kenyon, RI; and 2) a possible routing via Long Island (in Alternative 3). Similarly, commenters raised concern with a potential rail segment (in Alternative 3) through both the Patuxent Research Refuge in Maryland and the John Heinz National Wildlife Refuge in Pennsylvania."

[17] NEC Future Comment Summary Report, appendix part 2: E-K (July, 2016).

[18] Spiegel, Jan Ellen. "Massive rail plan leaves Connecticut hopeful, but mystified." Connecticut Mirror. January 4, 2015.

[19] NEC Future Comment Summary Report, appendix part 1: A-D (July, 2016).

[20] Note that as explained in the "Basis for Screening Criteria," in the NEC Future Scoping Package, section 4.3.2 after the initial (coarse) screening of Alternatives, Tier 1 evaluation would include "quantifiable" environmental impacts.

[21] NEC Future F-EIS, volume 1, section 7.20.9.

[22] NEC Future F-EIS, volume 2, section 7.20.2.

[23] Alvarez, Reece. "State finds Widening I-95 and I-84 will boost economic output." Connecticut Post. October 10, 2015.

[24] De Avila, Joseph. "Hurdles could jam up plan to widen I-95 in Connecticut." Wall Street Journal. January 23, 2015.

[25] CT DOT, October 19, 2016.

[26] "Should I-95 be Widened?" Editorial. Stamford Advocate. July 14, 2015.

[27] CT DOT, October 19, 2016. "The I-95-West study will include potential investment scenarios for I-95, the New Haven commuter rail line and better integration of the region's bus system. The initial focus for highway purposes is

anticipated to be between Bridgeport and Stamford where highway congestion is most prevalent. The I-95-East effort will begin with an update of a 2004 study outlining the needs and deficiencies of I-95 itself. Separate investment studies are anticipated for rail and transit programs as additional funding is allocated. While the entire corridor requires additional capacity, the primary area of need and the focus of the "East" effort will be the section of I-95 between the Baldwin Bridge in Old Lyme and the Gold Star Bridge in New London, including the I-95 / I-395 interchange."

[28] Drelich, Kimberly. "DOT Commissioner: I-95 widening, improvements should be on 'front burner'." The Day (New London). May 21, 2015.

[29] Transportation Capital Infrastructure Program, Connecticut Department of Transportation, January, 2017. Annual Capital Plan Report. "The Let's GO CT! vision, and more specifically, the newly legislated 5 year Ramp-Up toward that vision, is beginning to change the dialogue regarding the future of transportation infrastructure in Connecticut. The Department began the process over this past year of implementing the Governor's Let's GO CT! initiative. The 5 year Ramp-Up plan included $2.8 billion in additional bond authorizations, including an additional $275 million in Federal Fiscal Year (FFY) 2016 and $520 million in FFY 2017 (See Figure B) … the increased Ramp-Up levels, has this agency planning for a very aggressive multi-faceted, multi-modal, system enhancement consistent with the needs of the travelling public. Future capital projects may include extensive capacity improvements on highway and transit systems, depending on the breadth of new state capital funding levels. The magnitude of these capital projects would dwarf historical investment levels …. the Department assumes that as the 5 year Ramp-Up ends in FFY 2020, the State's Regular Bond Program will increase by approximately $700 million in FFY 2021 to reflect the transition to a "ramped-up" regular program."

[30] http://www.letsgoct.com/img/documents/CTDOT%205%20YR%20Corrected_2.17.2015.pdf

[31] NEC Future Comment Summary Report, appendix part 2: E-K (July, 2016).

[32] NEC Future F-EIS, volume 1, section 7.1.10.

[33] Ibid.

[34] NEC Future F-EIS, volume 1, section 7.20.4.

[35] NEC Future. Comment Summary Report Appendix Part 1: A-D. July, 2016.

[36] NEC Future. Comment Summary Report Appendix Part 1: A-D. July, 2016. The Federal Railroad Administration response can be found in NEC Future F-EIS, volume 1, appendix JJ. Comments and Responses. The response fails to meaningfully engage these questions as Tier 1 issues, or to raise issues cumulative impact. "As part of the NEC FUTURE process, the FRA is focusing on corridor-wide solutions and, within the context of the Tier 1 NEPA process, will not make decisions about final locations of new or expanded infrastructure in the Tier 1 Record of Decision. Such decisions are made as part of the Tier 2 project planning and NEPA processes, which would include local stakeholder and public involvement as appropriate. Consistent with this process, the FRA developed Representative Routes for the Tier 1 Draft EIS Action Alternatives and the Preferred Alternative, which provided a basis for the programmatic evaluation of the effects of each Alternative. Representative Routes define an envelope within which improvements might occur and whose location and construction type could change during subsequent Tier 2 project studies. The Preferred Alternative utilizes, to the extent practical, existing rights-of-way (adjacent to I-95, existing rail corridors, etc.) to minimize acquisition requirements and cost. The Preferred Alternative minimizes to the greatest extent possible, the use of greenfield corridors. NEC FUTURE is not meant to slow down work on the many existing transportation projects currently being implemented or planned in the Study Area. NEC FUTURE does evaluate overall capacity needs and potential improvements for the entire NEC. The FRA coordinates closely with the project teams on various projects to ensure that proposed NEC FUTURE investments are not precluded by project work. The FRA identified that the NEC FUTURE program and the Preferred Alternative are compatible with some but not all of the goals and objectives of the various state and regional plans based on the methodology described in Volume 2, Appendix E.02."

[37] Radelat, Anna. "Rail overhaul plan is both a winner and a loser in CT." Connecticut Mirror. January 9, 2017.

[38] FRA File No. FOIA-16-207 and FOIA-16-208

[39] Radelat, Anna. "Feds' undisclosed 'preferred route' for rail lines sparks outrage." Connecticut Mirror. September 7, 2016. Although there is evidence that this Preferred Alternative was later modestly adjusted, including "proposed commitments" to avoid an aerial structure through the historic district of Old Lyme, and a route bisecting the Pawtuxent Research Refuge in Maryland, these adjustments are immaterial to the actual selection of an Alternative, the salient issue of Tier 1.

[40] NEC Future F-EIS, volume 1, appendix GG.

[41] Constable, Kyle. "Federal rail official: 'No elevated track' in Old Lyme; spokesman creates doubt, but later clarifies." August 31, 2016.

[42] Radelat, Anna. "Rail overhaul plan is both a winner and a loser in CT." We downloaded the original documents prior to their removal, and archived them here: http://secoast.org/wp-content/uploads/2016/09/nec-future-investment-program.pdf
[43] See NEC Future F-EIS, volume 1, section 4.4.2
[44] Drelich, Kimberly. "Organization says emails show FRA wants bypass through Old Lyme." The Day (New London). July 1, 2016.
[45] Politico, Morning Transportation. August 17, 2016. "if the bypass makes it into the final blueprint..."
[46] White, Brooke Constance. "Group seeks more info on bypass." The Westerly Sun, (Westerly, RI). August 23, 2016.
[47] Ibid.
[48] NEC Future Scoping Package, section 4.2.1 (June, 2016).
[49] NEC Future F-EIS, volume 2, appendix B, section 6.2.
[50] Berman, Marshall, *All that is solid melts into air* New York: Penguin, 1982.
[51] See for example, NEC Future F-EIS Highlights, pp. 1-2.

NEC Future Time line

February 2012	NEC Future Announced.
July 2012	98 Initial Alternatives announced. Kenyon to Old Saybrook not identified.
July 27, 2012	FRA invites Connecticut River Estuary Regional Planning Agency to Scoping Meeting
August 15, 2012	NEC Future Scoping Meeting
April 2013	15 Preliminary Alternatives announced. Kenyon to Old Saybrook not identified.
November 2014	NEC Future 3 Action Alternatives announced. Kenyon to Old Saybrook first identified.
February 18, 2015	Connecticut Gov. Dannel Malloy announces Let's Go CT!
November 2015	NEC Future D-EIS released, first public mention of "Old Lyme" or "aerial crossing"
November 2015	CT Mirror (9-7-16): Andreski suggests early decision on Preferred Alternative by 11/15
November 10, 2015	FRA in letter invites Old Lyme First Selectwoman to comment on NEC Future
December 14, 2015	Public Hearing in New Haven
January 13, 2016	Public Hearing in Hartford, CT
January 13, 2016	Old Lyme First Selectwoman opposes Old Saybrook to Kenyon Bypass at public hearing
January 31, 2016	Original Deadline for D-EIS Public Comment
February 1, 2016	Stroud briefs Old Lyme HDC on NEC Future
February 2, 2016	First meeting in Old Lyme, CT on high-speed rail issue
February 18, 2016	James Redeker briefs CT DOT staff on early decision by NEC Future Team
February 26, 2016	James Andreski briefs CT DOT staff on early decision by NEC Future Team

February 26, 2016	Carl Jackson briefs CT DOT, FRA discouraged from press statement until after elections
January 11, 2016	DE SHPO writes to FRA, questions shifting assessment parameters
February 16, 2016	Extended Deadline for D-EIS Public Comment
February 18, 2016	FOI materials evidence early decision by NEC Future Team
March 4, 2016	David Carol announces Webinar, tunnel option, defers request for a public meeting
March 11, 2016	FRA Meets with town officials in Old Lyme, CT.
March 14, 2016	FRA hosts a webinar for Connecticut stakeholders
March 21, 2016	CT DOT begins piecemeal widening of I-95 at Exit 73.
March 23, 2016	Old Lyme, CT town officials write to FRA to confirm details of March 11 meeting
April 4, 2016	2 FOI requests with FRA for maps and documents FOIA 16-207 and 16-208
April 6, 2016	Finalized Maps of Preferred Alternative as part of 106 Programmatic Agreement
April 20, 2016	FRA replies to Old Lyme query with letter confirming details of March 11 meeting
May 1, 2016	Rally in Old Lyme
May 16, 2016	Call to FRA regarding status of FOIA 16-207 and FOIA 16-208
May 17, 2016	FRA calls to offer update on FOIA 16-207 and FOIA 16-208
May 22, 2016	FOI requests to CT DOT, NEC Commission, DEEP, Corps of Eng., CEQ, NPS, CT OPM
June 28, 2016	Press Release, CT DOT emails detail short-circuited decision-making by FRA
July 1, 2016	FRA denies early decision in statement to New London Day

July 7, 2016	Meeting with James Redeker in Old Lyme, CT
July 12, 2016	MD SHPO signs off on Preferred Alternative as part of 106 Programmatic Agreement
July 13, 2016	Amtrak VP Stephen Gardner denies early decision in Senate subcommittee
July 14, 2016	CT State Bond Commission approves $1.2 million to study widening I-95
July 21, 2016	CT SHPO signs off on Preferred Alternative as part of 106 Programmatic Agreement
July 22, 2016	CT Federal Delegation requests public meeting in Old Lyme, CT
July 28, 2016	FRA Releases Overview responding to D-EIS Public Comment
July 28, 2016	Call to Timothy Barkley, liaison at FRA for update on FOIA 16-207 and 16-208
August 4, 2016	Webinar for MPOs. Request for letters of consistency with regional planning
August 22, 2016	FRA signs off on Preferred Alternative as part of 106 Programmatic Agreement
August 23, 2016	FRA denies early decision in statement to Westerly Sun
August 25, 2016	ACHP signs and posts executed 106 Programmatic Agreement on website
August 31, 2016	Public Meeting with FRA in Old Lyme, CT
September 6, 2016	Press Release on FRA misstatements, maps of the Preferred Alternative
September 7, 2016	ACHP removes 106 Programmatic Agreement from website at request of FRA
October 9, 2016	Rally in Old Lyme at Bee and Thistle
October 19, 2016	CT DOT initiates two studies for potential investment scenarios on the I-95 widening
October 20, 2016	Joint letter to FRA requesting FOI documents, and clarity on F-EIS release
December 16, 2016	FRA announces NEC Future F-EIS

December 16, 2016	Charlestown, RI learns of Kenyon to Old Saybrook Bypass from news reports
December 21, 2016	CT Trust Requests 60-day extension of comment period
December 22, 2016	Sen. Richard Blumenthal holds public meeting in Old Lyme, CT
January 10, 2017	Public meeting in Charlestown, RI
January 11, 2017	FRA Webinar, includes view of high-quality Data Viewer Maps
January 23, 2017	In letter to federal delegation, FRA agrees to release ROD after March 1, 2017
January 24, 2017	Rally in Pawatuck, CT
January 25, 2017	Rally in Providence, RI at State Capitol
January 25, 2017	FRA holds Open House in Springfield, MA
January 30, 2017	FRA mails packet of maps in response to 4/4/16 FOI 16-207 request
January 31, 2017	End of Waiting Period
February 6, 2017	Maps in response to FOIA-16-207
February 6, 2017	CT Transportation Committee public hearing on SB 253, SB 263, HJ 54.
February 11, 2017	Public Rally in Mystic, CT

NEC FEIS Comments - RECORD #852 DETAIL

Status : [redacted]
Record Date : 2/24/2017
First Name : Patrick
Last Name : Comins
Stakeholder Comments/Issues :

Please see the attached Comments of Audubon Connecticut on the Tier 1 Final Environmental Impact Statement for the Northeast Corridor Future Plan. Thank you very much for the opportunity to submit comments.

Sincerely,

Patrick

Patrick M. Comins, Director of Bird Conservation, Audubon Connecticut
Phone: (203)405-9115 http://ct.audubon.org/
Stratford Point is on Facebook:
https://www.facebook.com/StratfordPoint/
The Audubon Alliance for Coastal Waterbirds is on Facebook.
https://www.facebook.com/AudubonAlliance/

Plants for Birds!
Join Audubon supporters as we plant 1 million native plants for birds across the country!
Find the best plants in your area on Audubon's new Plants for Birds Database here<http://ct.audubon.org/plantsforbirds>
...and check out this cool video about the campaign here!<http://ct.audubon.org/plantsforbirds>

Attachments : Audubon CT Comments on the NEC Future Plan_feb 2017.pdf (116 kb)

Audubon CONNECTICUT

185 East Flat Hill Road
Southbury, CT 06488
Tel: 203-264-5098
Fax: 203-264-6332
www.audubon.org

NEC Future
Acting Administrator
Federal Railroad Administration
U.S. Department of Transportation
One Bowling Green, Suite 429
New York, NY 10004

February 24, 2017

Comments of Audubon Connecticut on the Tier 1 Final Environmental Impact Statement for the Northeast Corridor Future Plan.

Dear Acting Administrator,

Audubon Connecticut, the state organization of the National Audubon Society, works to protect birds, other wildlife and their habitats using education, science and conservation, and legislative advocacy for the benefit of people and the earth's biological diversity. Through our network of nature education centers, protected wildlife sanctuaries and local, volunteer chapters, we seek to connect people with nature and inspire the next generation of conservationists.

While we understand the need for upgrading and improvement of the Northeast Rail Corridor in order to improve the mass transit capabilities of this region, we have serious concerns about the level of detail provided in the Final Environmental Impact Statement (FEIS). The document as it stands provides an inadequate level of detail upon which to make the important decisions with regard to environmental impacts of this large scale project.

The tidal areas of the lower Connecticut River represent a vibrant and critical ecosystem of global importance that is critically tied to the health of the Long Island Sound Estuary. The tidal wetlands of the lower Connecticut River have been recognized as Wetlands of International Significance under the Ramsar Convention and portions of the lower river are recognized as an Important Bird Area of global significance for critical habitat provided for nesting Saltmarsh Sparrows (*Ammodramus caudacutus*) and migrating Semipalmated Sandpipers (*Calidris pusilla*). Both species are identified as globally vulnerable on the International Union for the Conservation of Nature (IUCN) Red List. Additionally, the lower Connecticut River hosts nesting populations of the federally threatened Piping Plover (*Charadrius melodus*) and migratory concentrations of the federally threatened Red Knot (*Calidris canutus*).

The FEIS does not provide adequate guidance as to the specifics of the proposed tunnel crossing of the Connecticut River which would allow for assessment of any negative impacts the project may have on the critical and sensitive natural resources of this globally significant ecosystem. Where exactly would the corridor cross the river? What areas of tidal wetlands or intertidal flats might be impacted in the construction or operational phases? Where would entry and exit points of the tunnel be located and would these areas impact sensitive environmental areas? Would water quality be impaired or tidal hydrology be altered in the construction phase impacting Long Island Sound and areas downstream of the construction site? Would there be impacts to the tidal marshes of the lower Connecticut River, including a significant migratory roost for Tree

Swallows that supports a high percentage of the eastern North American population of Tree Swallows in fall migration?

We still believe that the FEIS is inadequate with regard to potential impacts to private, NGO and municipal open space. These areas are not outlined on the maps provided within the FEIS. The FEIS needs to do a better job of outlining resources such as NGO and municipal open space, open space owned by Land Trusts and other non-governmental organization and private lands that may be protected under easement. In order to properly assess impacts to such areas and locally sensitive areas detailed shapefiles of the routes should be provided to the public. This would have allowed interested parties to better assess the full scale of impacts to important habitat for birds and other wildlife.

The devil is generally in the details with these massive projects and the details on specific impacts to habitats of importance to birds and other wildlife and on open space other than state or federal lands are very difficult to assess from the maps and text that are provided. This is a huge plan with major implications for Connecticut's habitats, open space, development patterns and our transportation network in the state.

Thank you for the opportunity to comment on this important matter.

Sincerely,

Stewart J. Hudson, Vice President and Executive Director

Audubon Connecticut, the state organization of the National Audubon Society, works to protect birds, other wildlife and their habitats using education, science and conservation, and legislative advocacy for the benefit of people and the earth's biological diversity. Through our network of nature education centers, protected wildlife sanctuaries and local, volunteer chapters, we seek to connect people with nature and inspire the next generation of conservationists.

NEC FEIS Comments - RECORD #853 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : Tim
Last Name : Hanser
Stakeholder Comments/Issues :

To Whom it May Concern:

Please find attached my feedback regarding the NEC Future Tier 1 Final EIS.

Respectfully submitted,

Tim Hanser

Attachments : Hanser_NEC_Future.pdf (141 kb)

February 26, 2017

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Railroad Administration
One Bowling Green, Suite 249
New York, NY 10004

Subject: NEC Future Tier 1 Environmental Impact Statement

Dear Ms. Reyes-Alicea,

I would like to take the opportunity to submit feedback in opposition to the proposed Old Saybrook to Kenyon high-speed bypass.

I am a regular user of the Northeast Corridor. As a passenger on Amtrak's Regional Service as well as CT DOT's Shore Line East, and MTA's New Haven Line, I rely on the NEC for business as well as pleasure. I understand the need for capital improvements to the line on its route through Connecticut, and support improvements that improve reliability, travel times, and ridership.

That said I am deeply concerned by the impacts that the proposed bypass will have on New London, CT and the other towns that lie between the Connecticut and Thames Rivers. Put frankly, the proposed bypass is asking these communities to sacrifice their own natural, historic, and cultural resources, as well as their local economies, in order to provide benefits to regions to our west and northeast.

My city of residence, New London, CT, is approximately 5.5 square miles, with a limited tax base that is severely constrained by its size and the fact that nearly 50% of the land is exempt from property taxes. Construction of the proposed bypass will remove even more land from the tax rolls and reduce the value of adjacent properties, placing an even greater tax burden on residents, businesses, and property owners.

Additionally, the area of the city most directly impacted by the proposed bypass has struggled for over 40 years as a result of the construction of the second span of the Gold Star Bridge and the I-95/Route 32 interchange in the 1970s. These projects created physical barriers between the northern third of the New London and the rest of the city, contributing to disinvestment in the surrounding neighborhoods. Construction of this bypass, which would require a 3.5 mile-long bridge across the Thames River due to the clearance required for marine traffic, will create even more physical barriers and will lead to another wave of disinvestment.

I am also concerned that your agency has not coordinated two complementary rail projects, the NEC Future, and the Northern New England Intercity Rail Initiative (NNEIRI), in a manner that maximizes returns on investment. While the NEC Future Preferred Alternative proposes a $10-15 billion bypass from Old Saybrook to Kenyon, the NNEIRI proposal rejected track improvements to support 110 or 125 mph top speeds for the Inland Route on the basis of cost, despite a proposal that is 3% of the cost to construct the bypass. Despite these stark differences in costs, it is the Inland Route's proposal that achieves greater time reductions. An investment in the Inland Route that is comparable to the investments proposed for the Old Saybrook to Kenyon bypass surely could achieve the travel time reductions that the FRA is seeking for trips

between Boston and New York, with far fewer impacts to environmentally, historically, and culturally significant areas.

I believe that the Old Saybrook to Kenyon bypass causes more harm to New London and southeastern Connecticut than can be offset by the purported benefits of its construction, and I strongly encourage removing the bypass from your plans as you move forward with a Record of Decision. Furthermore, I implore your agency to consider the Inland Route as a viable alternative that can accomplish the desired reductions in travel times between Boston and New York.

Respectfully Submitted,

Tim Hanser
[redacted]
New London, CT 06320

NEC FEIS Comments - RECORD #854 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : Gary
Last Name : Welles
Stakeholder Comments/Issues :

In January I wrote in support of the Preferred Alternative's new segment between Old Saybrook, CT and Kenyon, RI.

And after a closer look I'm particularly excited about a proposed Mystic/New London H.S. station, which could possibly be located in Groton. This would be better than the long gone commercial air service at the Groton/New London Airport and a boost for our town.

Tks,
Gary

--
Rep. Gary Welles
Groton RTM District 5
PO Box 1
Old Mystic, CT 06372-0001
groton@garywelles.com
BBM PIN: 2BF8E5FE
+1.860.536.3418

"Submarine Capital of the World"

NEC FEIS Comments - RECORD #855 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : Peter
Last Name : Fish
Stakeholder Comments/Issues :

I am a resident of Charlestown, RI and am writing to say that I am totally against the plan to re-route the Northeast corridor through Charlestown, RI and other areas in Southeast CT and RI.

Peter M. Fish
[redacted]
Charlestown, RI 02813

NEC FEIS Comments - RECORD #856 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : Margaret
Last Name : Homans
Stakeholder Comments/Issues :

[redacted]

Guilford CT 06437

Feb. 26, 2017

NEC FUTURE

U.S. DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

by email to info@necfuture.com

Re: NEC FUTURE Tier 1 Final EIS

To whom it may concern:

I am writing to object to the proposed plan to widen the railroad bed, doubling the number of tracks to four, in my neighborhood of Guilford CT. I learned of the plan from neighbors whose historic (1709) house directly abuts the tracks and would be damaged and likely rendered uninhabitable by the blasting and the taking of property.

My house does not directly abut the tracks but is located nearby. At the point closest to my house, the tracks run through a steep cut, which would have to be blasted to widen the railroad bed. I am very concerned that blasting so close to my well will damage it; in my neighborhood, everyone has their own well and septic system, and these systems would be vulnerable to the massive blasting that would be occurring all along the train

corridor if the plan goes through.

The tracks also run through fragile saltmarsh ecosystems in my area, which would be badly and permanently disturbed by the construction. The saltmarshes are our best defense against rising sea levels and storm tides, and they are already challenged by pollution and erosion.

I am in favor of federal support for public transportation, but please seriously consider the historic towns, the delicate ecosystems, and the legitimate concerns of homeowners in the local areas this large-scale plan will adversely affect.

Sincerely,

Margaret Homans

NEC FEIS Comments - RECORD #857 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Rebecca,

As a person who has who was born in this area and has lived here my whole 50 years I cannot believe the devastation that is being proposed. Everybody has always been OK with where the tracks were. If you purchased property nearby you got it at a lesser cost for the inconvenience. This plan will destroy existing communities for the profit of a 'private' company. Amtrak would cease to exist if not subsidized to the hilt. I have seen the proposed route and it will run right through my neighborhood. Which only means 1 of 2 things, either a $20k payoff for my $500K property under eminent domain or a value reduction to $200k for a near miss. I love and frequent the entire affected area I am sure all the folks on the advisory panel are not affected in any way, and will be told how the reports will read or they will be out of a job. The investment of $150B of taxpayer monies in this money losing business to destroy environmental areas, historical areas, private property, public property, and businesses is absurd.

Gary Wright Westerly, RI

NEC FEIS Comments - RECORD #858 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : KENNETH
Last Name : LEVIN
Stakeholder Comments/Issues :

As residents of Old Lyme, Ct.,we are opposed to your routing of the Boston to Washington high-speed train through our Historic District. The construction and eventual operation of high-speed trains will create chaos and destroy the center of our delightful and historic village.
Please find a less environmentally damaging and invasive solution.
Sincerely,Joan and Ken Levin

NEC FEIS Comments - RECORD #859 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : Allie
Last Name : Marsh
Stakeholder Comments/Issues :

To whom it may concern,

I STRONGLY oppose the proposed Old Saybrook, CT to Kenyon, RI bypass. I have lived in Old Lyme, CT for my entire life and this bypass will devastate my town, our local environment, homes of people I love, our local economy and charisma more than you, far away in Washington D.C., will ever be able to comprehend--for generations to come. This plan is extremely wasteful. We already have rail road tracks that cut through our town and sour our picturesque views--how about spending money on improving those tracks or improving the trains we already have? Also, this is America, not Europe, and we rely more on our automobiles and airplanes for traveling. Devastating a beautiful coastline, from Old Saybrook to Kenyon, is not worth 45 minutes off of anyone's commute or trip. We are always rushing around in this nation--it's time for people to have a cup of coffee, read a book and/or enjoy the view. Also, this bypass is a horrible move for the environment. Digging a tunnel will ruin the mouth of the Connecticut River, our wetlands, habitats of animals, and many ecosystems. I urge you to reconsider this plan to improve infrastructure--to focus on innovation and improving what we already have, instead of starting from scratch and destroying lives and the environment.

Sincerely,
Allison Marsh
Old Lyme, CT

NEC FEIS Comments - RECORD #860 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : Stacey
Last Name : Haskell
Stakeholder Comments/Issues :

From: John Morris <[redacted]
Date: February 25, 2017 at 3:34:15 PM EST
To: [redacted]

Subject: Say No to Amtrak Saybrook/Kenyon bypass

Dear Selectman Simmons:

I am writing in strong opposition to the FRA's current Tier I plan for the “Old Saybrook to Kenyon” bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by the proposed bypass.

The economic impact would be terrible. The bypass would cut through Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme, one of Connecticut's oldest towns have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly, RI and Stonington, CT which would force these towns to desalinate ocean water instead. It would also impact the sole aquifer which supplies water to Old Lyme.

The bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

The environmental impact is another consideration. There is concern that estuaries and wetlands along the Connecticut River will be negatively effected as well as a threat to some endangered species of birds.

And when all is said and done, only 20 minutes will have been shaved off of travel time between DC and Boston! I urge that instead of spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, that the FRA upgrades and improves the existing rail.

Please do all in your power to make our voices heard and to get the bypass REMOVED from Tier I.

Sincerely,
John Morris
[redacted]
Stonington, Ct
[redacted]

NEC FEIS Comments - RECORD #861 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : Stacey
Last Name : Haskell
Stakeholder Comments/Issues :

[-]--------- Original Message ----------
From: Thyrza Whittemore [redacted]
To: [redacted]
Date: February 22, 2017 at 1:07 PM
Subject: Opposition to tier 1 Old Saybrook to Kenyon bypass
Dear First Selectman Simmons:
I am writing in strong opposition to the FRA's current Tier I plan for the “Old Saybrook to Kenyon” bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by the proposed bypass.

The economic impact would be terrible. The bypass would cut through Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme, one of Connecticut's oldest towns have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly, RI and Stonington, CT which would force these towns to desalinate ocean water instead. It would also impact the sole aquifer which supplies water to Old Lyme.

The bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

The environmental impact is another consideration. There is concern that estuaries and wetlands along the Connecticut River will be negatively effected as well as a threat to some endangered species of birds.

And when all is said and done, only 20 minutes will have been shaved off of travel time between DC and Boston! I urge that instead of spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, that the FRA upgrades and improves the existing rail.

Please do all in your power to make our voices heard and to get the bypass REMOVED from Tier I.

Sincerely, Thyrza Whittemore

NEC FEIS Comments - RECORD #862 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : Stacey
Last Name : Haskell
Stakeholder Comments/Issues :

Please see the attached in opposition of the High Speed Rail Bypass which was sent to us by a resident in our town.

Stacey Haskell
Executive Administrative Assistant
Office of the First Selectman
Town of Stonington
152 Elm Street
Stonington, CT 06378
(860) 535-5050 (Office)
(860) 535-1046 (Fax)

From: Rob Simmons [redacted]
Sent: Sunday, February 26, 2017 10:38 AM
To: Rob Simmons; Stacey Haskell
Subject: Fwd: Strongly Opposed to High Speed Rail Bypass

TO STACEY: Please forward email to FRA NEC email address. ATB, Rob.

Rob Simmons Selectman 152 Elm Street Stonington CT 06378
---------- Original Message ----------
From: c[redacted]
To: r[redacted]
Date: February 24, 2017 at 12:10 PM
Subject: Strongly Opposed to High Speed Rail Bypass

Please read the attached. Thank you, Charles Harding, III

Strongly Opposed to High Speed Rail Bypass

There's a history to the "improvements" made by the Federal Railroad Administration to the Northeast Corridor, and it's not good. As anyone who has ridden the Acela Express knows, going 150 miles an hour doesn't mean you arrive on time. In fact, as a fairly regular traveler I don't recall *ever* arriving on time, or less than 20 minutes behind schedule. So this High Speed Rail Bypass strikes me as a bad idea for several reasons beginning with the letter "D".

1. Dollars. 135 billion is a lot of them.
2. Disruption. The proposed route is bound to put any number of businesses out of business. Think of what the "improvement" of downtown Mystic did to retail.
3. Danger. From what I read, threats to the environment, including the precious White Rock aquifer, are real and consequential.
4. Dumb. It's a poor bargain. $135 billion, years of disruption, endangering an already stressed environment in return for shaving half an hour off the trip from Boston to Washington DC. If you've ever ridden the Acela Express you know how dumb you'd have to be to take that deal (going 150 miles an hour doesn't mean you arrive on time).

I join Alice Groton in urging you and other Connecticut officials to "Please do all in your power to make our voices heard and get the bypass REMOVED from Tier 1."

Charles Harding, III
[redacted]
Stonington CT 06378
[redacted]

NEC FEIS Comments - RECORD #863 DETAIL

Status : [redacted]
Record Date : 2/27/2017
First Name : Nicholas
Last Name : Caruso
Stakeholder Comments/Issues :

[-]--------- Forwarded message ----------
From: Nicholas Caruso [redacted]
Date: Mon, Feb 27, 2017 at 8:27 AM
Subject: CT Shoreline Electrification Repeat / Regional Trends, Stonington-Westerly
To: "Rebecca.Reyesalicea@dot.gov" <Rebecca.Reyesalicea@dot.gov>

Dear Rebecca,

Hope your team has made it through the Connecticut Shoreline reaction phase without too much pain. Whenever I'm asked about the activities along the shore, I respond that it's a near repeat of the shoreline rail electrification process in the 1990s...issues that can be resolved through careful mediation are being hampered by rhetoric, the local politicians find themselves in a bind, and crazy highway proposals rule the day (1990s: double-decking I-95, 2010s: US Rep Larson highway tunnels, etc.). Alongside the Old Lyme, New London, Mystic, and prospective greenway points I have mentioned prior, it looks as though trends in the region may also help your cause in Stonington-Westerly, whether its golf course closure/consolidation or reducing oversized highway infrastructure (north end of Rt 78). After Westerly's Amtrak facility closure due to low ridership, and the nominal interest in the structure since then; the community is starting to realize a new stop a few blocks away will not upend the region. In fact, it may make it stronger.

Will look out for news regarding the NEC all this week.

Sincerely,

Nick

NEC FEIS Comments - RECORD #864 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : James
Last Name : Bechtel
Stakeholder Comments/Issues :

To Whom it May Concern,

The FRA's proposed route in southeastern CT directly impacts invaluable historic and environmental assets.
In my opinion, it would be far preferable to make upgrades to the existing tracks.
Please drop the bypass and sit down with local officials to find a better solution.

Thank you.

Jim Bechtel
[redacted]., Old Lyme, CT

NEC FEIS Comments - RECORD #865 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Charlie
Last Name : Vandemoer
Stakeholder Comments/Issues :

Good afternoon:

Attached please find correspondence related to the aforementioned proposal.
Thank you for the opportunity to comment.

--

Charles E. Vandemoer
U. S. Fish and Wildlife Service
Project Leader / Refuge Manager
Rhode Island National Wildlife Refuge Complex
50 Bend Road, Charlestown, RI 02879
Direct line: (401) 213-4401
Office: (401) 364-9124, ex. 4401
Cell : (401) 782-7209

Attachments : DOT FRA NEC Future RINWRC.pdf (55 kb)

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Rhode Island National Wildlife Refuge Complex
50 Bend Rd., Charlestown, RI 02813
Phone (401) 364-9124 Fax (401) 364-0170

NEC FUTURE
Attn: Ms. Rebecca Reyes-Alicea
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004
(Submitted via email to info@necfuture.com)

February 27, 2017

Dear Ms. Rebecca Reyes-Alicea:

The Rhode Island National Wildlife Refuge Complex would like to advise you that the proposed "conceptual" alignment of the NEC future project, specifically the "*Old Saybrook to Kenyon Bypass*" portion of the proposal lies within or runs immediately adjacent to the focus area for the Great Thicket National Wildlife Refuge, where land acquisition authority has been granted to conserve important fish and wildlife resources.

While the Tier 1 FEIS does address other National Wildlife Refuges and recognizes the sensitivity of these areas, we feel it is important to address this national wildlife refuge as well and the purposes for which it has been established.

This National Wildlife Refuge was established to protect wildlife resources and their habitats including migratory songbird, shrub dependent species including the New England cottontail, and Endangered, Threatened, and rare species.

Importantly, the conservation design for this refuge assumed that existing conservation lands would provide much needed habitat and dispersal areas for these species in question. However, the proposed location of the new rail lines bisect and fragment multiple conservation lands including the Grills Preserve in Westerly, RI and the Francis Carter Preserve in Charlestown, RI.

These two preserves and others figured highly in providing a landscape where long term conservation of these species could be reasonably obtained. In combination with retention of current rail lines in the area, the proposal could have substantial effects on managing these species over time, including impacts to habitat connectivity, direct habitat loss, reduction in habitat quality adjacent to the rail lines, and the direct reduction in available habitat. This can in turn reduce the effectiveness of lands incorporated into the National Wildlife Refuge System in this area. It is unknown as to whether mitigation applied during a Tier 2 assessment could ameliorate these impacts.

We recommend that the Federal Railroad Administration consider and evaluate these comments not only in the Final Tier 1 EIS but also when drafting the Record of Decision for this project.

Sincerely,

CHARLES E. VANDEMOER
Project Leader
Rhode Island National Wildlife Refuge Complex

NEC FEIS Comments - RECORD #866 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Jim
Last Name : Mathews
Stakeholder Comments/Issues :

(Note: These comments are included as a PDF for the record as well as in text below)

February 28, 2017

c/o Rebecca Reyes-Alicea
Program Manager
NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

To Whom It May Concern:

The National Association of Railroad Passengers (NARP) would like to thank the Federal Railroad Administration (FRA) and the NEC FUTURE team for conducting the NEC FUTURE Environmental Impact Statement (EIS) in such detail and providing requisite options to implement a 21st century vision for Northeast Corridor (NEC) rail service.

NARP strongly supports the route selection of the Tier 1 Final Environmental Impact Statement (FEIS), but with some reservations. We believe adding 217 miles of new track segments in the Preferred Alternative offers a balanced approach to selecting a suitable alignment that serves the greatest potential ridership – both regional and intercity – with enhanced frequency and level of passenger train operations despite the many environmental, geographical and historical constraints along this densely populated corridor.

However, we hasten to add that the NEC's more immediate needs center on elements crucial to preserving Corridor's operating integrity. Thus, NARP urges the FRA to prioritize these more pressing issues which include but are not limited to: 1) expedited construction of the new trans-Hudson rail tunnels, 2) replacing the Portal Bridge in the New Jersey Meadowlands, 3) replacing the Baltimore and Potomac tunnel in Baltimore, and 4) construction of the North-South Rail Link in Boston, along with other priorities as spelled out by the Northeast Corridor Commission (NECC).

Our members are aware of strident local opposition in Connecticut and Rhode Island by both local communities and their elected state and federal representatives to the Preferred Alternative's Shore Line Bypass alignment, and some of our members share that concern. We strongly urge the FRA and its planners to make all necessary efforts to identify and satisfy community objections in a subsequent Tier 2 study.

If, however, sufficient political and citizen opposition results in the inability to proceed with this line segment, NARP would ask FRA to re-examine DEIS Alternative 2, which routes the high-speed tracks through New Haven to Hartford, Connecticut and then in an easterly direction to Providence, RI.

While entailing some significant tunneling, Alternative 2 has many appealing attributes. Specifically: 1) it establishes a "new" New England (inland) corridor linking Boston, Providence, Hartford and New Haven to New York City and beyond, 2) it may eliminate the significant opposition now expressed by both Connecticut and Rhode Island Shore Line citizenry and their elected representatives, 3) it preserves Providence access on a high-speed alignment, 4) it allows for the capture of additional rail ridership on a new corridor and 5) it provides greater economic benefits to New Haven, Hartford, and intermediate communities. Importantly, the towns of New London, Mystic, Kingston and Westerly would still have service as they do now. Clearly, it's not an "either or" situation.

Thank you for allowing the National Association of Railroad Passengers the opportunity to submit suggestions in this vital transportation study for the Northeast Corridor. Feel free to contact us for any further information as need requires.

Sincerely,

JIM MATHEWS

President & CEO

National Association of Railroad Passengers

505 Capitol Court NE, Ste 300

Washington, DC 20002

(202) 408-8362

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

Attachments : Final Mathews Comments NEC FUTURE Tier I.pdf (142 kb)

NATIONAL ASSOCIATION of
RAILROAD PASSENGERS

505 Capitol Court, NE, Suite 300 • Washington, DC 20002-7706
P:: 202.408.8362 • F:: 202.408.8287 • E:: narp@NARPrail.org

February 28, 2017

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

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Sincerely,

Jim Mathews
President & CEO

NEC FEIS Comments - RECORD #867 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Jim
Last Name : Mathews
Stakeholder Comments/Issues :

(Note: These comments are included as a PDF for the record as well as in text below)

February 28, 2017

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

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JIM MATHEWS

President & CEO

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February 28, 2017

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

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Sincerely,

Jim Mathews
President & CEO

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
DIVISION OF PLANNING
One Capitol Hill
Providence, RI 02908-5870

January 31, 2017

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

RE: Preferred Alternative within the Northeast Corridor (NEC) FUTURE Tier 1 Final Environmental Impact Statement (EIS)

Dear Ms. Rebecca Reyes-Alicea,

The Department of Administration, Division of Planning serves as the single statewide Metropolitan Planning Organization for Rhode Island. The Division coordinated a multi-departmental review of the FEIS this month. This letter presents consolidated technical comments attached in a table format from the State of Rhode Island on the Northeast Corridor Rail Line Tier 1 Final Environmental Impact Statement (EIS). The Table reflects an inventory of concerns of the Rhode Island Departments of Administration, Environmental Management, Health, and Transportation, and the Rhode Island Historical Preservation & Heritage Commission. Previously, the State submitted comments to the Federal Rail Administration (FRA) in February of 2016 on the Tier 1 Draft EIS.

The State is appreciative of the FRA's response to include Providence and TF Green as hubs in the Preferred Alternative. High speed rail will provide many benefits to the State including; creating jobs, helping to reduce dependency on petroleum products, helping to relieve congestion, and providing efficient mobility that can move people and goods without delay and waste. The use of high speed rail can be fast and efficient allowing Rhode Islanders to save time, energy, and money.

As Rhode Island continues to develop its strategic position between the regional hubs of New York City and Boston within the Northeast corridor, the State realizes improving rail is vital to the Region's transportation network in order to enhance economic growth. The state land use plan, *Land Use 2025*, outlines how transportation infrastructure plays an important role in defining our state's development and promotes the development and maintenance of first class infrastructure for transportation. The state transportation plan, *Transportation 2035*, documented the crucial importance of regional transportation linkages to Rhode Island's future economic strength, identifying the State's location along two major instate-highways, high speed rail, and proximity to international shipping lanes as strategic assets. Improving high speed rail service can help Rhode Island capitalize on these strategic strengths.

The State supports the Preferred Alternative except for the Old Saybrook, CT – Kenyon, RI bypass portion in Southern Rhode Island. This Bypass contains a conceptual 6-mile re-alignment of tracks which poses tremendous environmental and land use impacts to unique resources that are largely irreplaceable. The attached table offers additional data on our concerns regarding potentially impacted natural and cultural resources within the proposed bypass well as other economic and public health impacts of the Preferred Alternative.

Additionally, the impacts on freight movements along the NEC to existing freight movements need to be analyzed by the FRA. According to the *Rhode Island State Freight and Goods Movement Plan* (2016), Rhode Island's freight distribution system is fundamentally important to Rhode Island residents and businesses. It facilitates the movement of all types of commodities, including home heating oil, food, clothing, production inputs, and nearly everything else businesses and consumers use on a daily basis.

FRA and Rhode Island need to continue to work together make top quality high speed rail service become a reality for Rhode Island, while also ensuring that natural resource systems are not degraded, that farmlands, public parks and wildlife management areas are preserved, that recreational resources are maintained and that historic resources are protected.

Sincerely yours,

Parag Agrawal, AICP
Associate Director

Attachment: NEC Tier 1 Final EIS –Preferred Alternative, Rhode Island Concerns

Cc: Lisa Vura-Weis, Deputy Chief of Staff, Office of Governor Gina M. Raimondo
Michael DiBiase, Director, Department of Administration
Janet Coit, Director, Department of Environmental Management
Peter Alviti, Jr., Director, Department of Transportation
Nicole Alexander Scott, M.D., M.P.H, Director, Department of Health
Edward Sanderson, Executive Director, Rhode Island Historical Preservation & Heritage Commission

F-1046 Agrawak, Parag RI Division of Planning

NEC TIER I FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

Communities	Resource Category & Issue	Concern(s)
Westerly East Greenwich Warwick Providence State of RI	**Stations, Hubs & Transportation Infrastructure:** • Westerly, T.F. Green, Providence Stations • Freight • Old Saybrook, Ct-Kenyon, RI - new segment • East Greenwich – Warwick, RI - New Track • Pawtucket, RI – Sharon, MA New Track	• Maintaining existing Intermodal stations & Hub designations -– Table 4-9, Modify existing description for Providence Station Ongoing Improvement Project • Economic Impacts to existing freight rail & movements- modify Figure 4-2 to identify the freight track. • Environmental and private property impacts, and effect on existing NEC ROW and Westerly & TF Green Stations • East Greenwich to Warwick- has significant cultural resources. During the State's construction of the third track from Providence to Davisville, RI 10-15 years ago, a 5-mile segment within the Preferred Alternative's New Track was left as two tracks only due to the constraints identified in the corresponding EIS. We recommend taking considerable caution when proposing additional tracks within this segment. • Technical correction: Figure 4-2 on page 4-29 should show the change in track configuration occurring in RI.
Westerly Charlestown Richmond	**Environmental and Public Health Impacts - Public & Private Drinking Water Supplies:**	• Impacts to public and private drinking water supply and quality impacts • US EPA designated Sole Source Aquifer

NEC TIER 1 FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

Communities	Resource Category & Issue	Concern(s)
	• Bradford I, II and IV & White Rock public wells & wellheads and or recharge areas, owned by Town of Westerly Water Department • Numerous community, non-community wells • Numerous private wells	
Westerly Charlestown Richmond	**Environmental Impacts - Water Resources:** • Pawcatuck River • Wood River • Usquepaug River (cold water tributary) • Beaver River (cold water tributary)	• Under Review by US National Park Service for designation as Wild & Scenic River • Impacts to streams and associated freshwater wetlands. • Impacts in the FEMA Floodway and 100-year flood zone of the Pawcatuck River • Clearing along streams and rivers has the potential to introduce or increase sedimentation and erosion to wetlands and streams and to reduce shade and increase stream temperatures. • Several cold water tributaries to the Pawcatuck River are within or adjacent to the footprint of the easternmost section of proposed new alignment

NEC TIER I FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

Westerly Charlestown	**Environmental Impacts – Land Use/Conservation/Open Space:** • Grills Preserve – 550 acres, 2.5 miles of Frontage on Pawcatuck River, has 17 rare species of plants-9 endangered and 1 State Threatened, owned by Westerly Land Trust • Riverwood Preserve- 148 acres, adjacent to Pawcatuck River, owned by Westerly Land Trust • Hidden Meadow Open Space – 25.3 acre conservation area, conservation easement to Town, Owned by subdivision residents • Burlingame Estates – 31.5 acres, conservation/passive recreation area, conservation easement to Town, Owned by subdivision residents • Botka Woods – 116 acres, private ownership, conservation easement to Town • Francis C. Carter Memorial Preserve -1,112 acres, owned by TNC, home to several rare species of plants • Heines property- 45 acres- conservation easement held by Charlestown Land Trust and TNC, contiguous to Stoney Hill Farm • US Fish & Wildlife (USFW) Refuge System- Great Thicket NWR Focus Area - RI East-West Focus Area- the recently approved (10/2016) Refuge target areas which encompasses the entirety of the corridor.	• Frontage on and adjacent to candidate Wild & Scenic River • Potential impacts to US Fish & Wildlife Great Thicket National Wildlife Refuge • Loss of locally and regionally identified corridor of protected conservation/ passive recreation lands adjacent to Burlingame State Park and The Nature Conservancy conservation (TNC) lands • Fragmentation and possible loss of rare pitch pine/scrub oak barrens, intact core forest habitat, numerous vernal pools, migratory bird habitat, and grasslands on TNC lands • Possible loss of rare plant species throughout the project area • Significant impacts to wetlands throughout the project area • Significant loss of passive recreational opportunities on preserved open space
Charlestown Richmond South Kingstown	**Environmental Impacts –Public Recreation & Parklands:** • Burlingame State Park and Campground - 3,100 acres that surrounds Watchaug Pond, owned by the State of RI- DEM[1] • Biscuit City Fishing Area - Pawcatuck River access point provides parking for fishing and canoeists.	• Loss of public recreation & parklands • Impact to outdoor tourism economy in southern RI • Impact to 720 camping sites in Burlingame

[1] DEM = Rhode Island Department of Environmental Management

NEC TIER I FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

	• Great Swamp Management Area - 3,349 acres with forest cover, agricultural land, extensive forested freshwater wetlands, red maple and cedar swamps, owned by the State of RI- DEM	• Possible conversion of lands or facilities that were acquired with and or developed with National Park Service Land and Water Conservation Fund Act fund • Under review for US National Park Service designation as Wild & Scenic River • Potential loss of fishing area developed with USF&W and RI DEM Fish and Wildlife funds.
Westerly Charlestown Richmond	**Economic /Social Impacts - Private Property:** • Multiple residential units, privately owned	• Displacement of individuals • Loss of private property
Charlestown State of RI	**Economic /Social Impacts - Agriculture:** • Stoney Hill Cattle Company – 142 acres on Shumankanuc Rd. • Gordon Farm – 23 acres on Shumankanuc Rd., contiguous to Stoney Hill Cattle Company • Heines Farm - 15.39 Acres, Kings Factory Rd, contiguous to Stoney Hill Cattle Company on Shumankanuc Rd. • Noyes Farm - 59 acres, adjacent to Francis C. Carter Memorial Preserve owned by TNC • Amos Green Farm – 101 acres, privately owned with conservation easement to Charlestown Land Trust • Fenner Farm – 85 acres, conservation easement held by Town and the RI Agricultural Lands Preservation Commission	• Loss of active Farms in private ownership • Fragmentation of active uses • Possibly loss of prime agricultural soils, • Displacement of individuals • Loss of private property • Loss of RI Farm Forest Open Space program properties • Loss of permanently protected farmland • Impact on state and local agricultural economy
Westerly Charlestown Richmond	**Previously Identified Historical /Archeological Impacts:** • Bradford Village Historic District • Historic Village & cultural, burial areas of the Narragansett Indian Tribe • Amos Green Farm	• Impacts to and loss of above-ground resources listed in or eligible for inclusion in the National and/or State Registers of Historic Places

F-1046 Agrawak_Parag RI Division of Planning

NEC TIER I FINAL EIS – PREFERRED ALTERNATIVE 1
RHODE ISLAND CONCERNS

	• Columbia Heights Historic District • Shannock Village Historic District • Kenyon Historic District	• Impacts to and loss of significant prehistoric and historic archaeological resources • possible displacement of individuals and loss of private property
State of RI	**Demographic Profile:** • Providence –Warwick Metropolitan Statistical Area	• use a definition which matches the Census's Metropolitan Statistical Area
State of RI	**Other Public Health Impacts** • Contaminated soil and hazardous materials • Noise and vibration • Access to recreational areas • Short- and long-term air quality impacts.	• Public health, including effects of stress
State of RI	**Financing & Implementation:** • Investment plan and phasing approach	• Financing details and unlikely State funding split
Charlestown	**Settlement Lands:** • Tribal Lands - Narragansett Tribal Settlement Lands, formerly part of Indian Cedar Swamp Management Area, owner Narragansett Indian Tribe, permanent conservation easement to the State	• Loss of Tribal & conservation lands • Converted lands that were possibly acquired with Land and Water Conservation Fund Act funds

STATEWIDE PLANNING PROGRAM
Administration
One Capitol Hill - 3rd Floor
Providence RI 02908-5870

F-1046 Agrawak_Parag RI Division of Planning

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ADDRESS SERVICE

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

DEBORAH S. BRINK
[redacted] **Charlestown, RI 02813**

January 24, 2017

NEC FUTURE
United States Department of Transportation
Federal Railroad Administration
One Bowling Green
Suite 429
New York, NY 10004

Dear Sir or Madam:

STOP THE OLD SAYBROOK BYPASS

As a property owner in Charlestown, Rhode Island I join my community is urging that the plans for the Kenyon to Old Saybrook Bypass be stopped, or at least delayed to allow adequate due diligence and open, public comment.

This is an extremely important issue that demands careful scrutiny, understanding of the environmental impact, and the impact on the community through which the bypass would run.

The plans for the proposed Kenyon to Old Saybrook Bypass is bad and the process underway clearly undercutting due process, precedent and community interest. **The leadership of the FRA must insist extensive and comprehensive review of the impact of the plan, as well as open and active public comment.** Thank you for your consideration.

Sincerely,

Deborah S. Brink
[redacted]

CC: Senator Jack Reed
Senator Sheldon Whitehouse
Congressman Jim Langevin
Governor Gina Raimondo
State Senator Dennis Algiere
State Senator Elaine Morgan
State Representative Blake Filipp

BRINK
[redacted]
Charlestown, RI 02813

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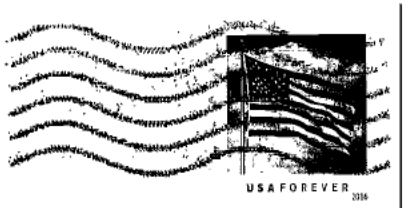

STOP KENYON TO OLD SAYBROOK BYPASS

NEC FUTURE
United States Department of Transportation
Federal Railroad Administration
One Bowling Green
Suite 429
New York, NY 10004

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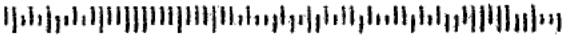

January 28, 2017

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely from a long time weekend resident of Old Lyme, CT,

Bettina H. Chavanne
[redacted]
Newtown Square, PA 19073

HARTFORD CT 061

28 JAN 2017 PM 1 L

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

10004-145204

** SAMPLE LETTER **
Email to: info@necfuture.com

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

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Sincerely,
(Name, Town)

Constance S-B. Cliffe
Oldsmar, Connecticut

[redacted]
Old Lyme CT 06371

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HARTFORD CT 061
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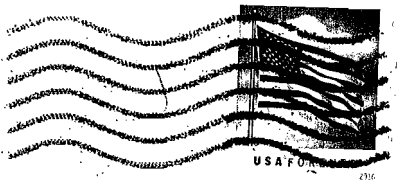

U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York New York 10004

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State of Connecticut
GENERAL ASSEMBLY
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

February 7, 2017

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

Dear Ms. Reyes-Alicea,

We are writing to express our opposition to the proposed Old Saybrook, CT to Kenyon, RI bypass within the NEC Future Tier 1 Final Environmental Impact Statement. While we applaud the FRA's efforts to improve rail travel and do not object to the proposal as a whole, the proposed through Southeastern Connecticut is unacceptable to us and our communities.

Southeastern Connecticut is home to many environmental, cultural, and historical treasures ranging from the Florence Griswold Museum in Old Lyme to Rocky Neck State Park to the Olde Mystick Village in Mystic and everything in between. In addition, the future of many homes and businesses is at stake.

We do not believe this bypass proposal will benefit any of our communities and will negatively affect the quality of life of the many residents we represent. We understand the need for improved rail travel, but it cannot come at the cost of an entire important region in the State of Connecticut.

We hope you will heed the call of the many people who have testified in opposition to the bypass and remove it from this plan before a Record of Decision is made.

Thank you for your consideration.

Sincerely,

Rep. Devin Carney
23rd District

Sen. Paul Formica
20th District

Sen. Heather Somers
18th District

Rep. Holly Cheeseman
37th District

Rep. Kathleen McCarty
43rd District

Sen. Art Linares
33rd District

Rep. Christine Conley
40th District

Rep. Joe de la Cruz
41st District

Rep. Chris Soto
39th District

State of Connecticut
GENERAL ASSEMBLY
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

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

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Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor Joint Program Manager US DOT, Federal Railroad Administration [FRA]
One Bowling Green, Suite 429
New York, NY 10004

As a Mystic private owner of my home for over 18 years, this letter is to share my complete disapproval of the current proposal for Amtrak's relocation of the track lines, as well as removing current stops at New London and Mystic. First, the relocation of the Amtrak tracks would cause a critical negative impact in the Mystic area. The loss of the Old Mystik Village and the Cinema would severely reduce year-round tourism in southeastern Connecticut due to the elimination of a very popular destination and lead to a loss of a very important source of income which is needed in Mystic to survive. This would also cause many to lose their jobs and long-time businesses to close leading to a severe decrease in needed taxes given to the town from the Village and Cinema. In addition, the relocation of the Amtrak tracks would severely reduce the resale value of many businesses and private properties in the surrounding area.

The noise from the trains would have a huge negative impact to those living in these privately owned homes and condominiums which are currently located in the quiet portion of Mystic; the major reason so many of us chose to live in this area. Locating the tracks in the area proposed would all but eliminate the access from these neighborhoods located left of the proposed new tracks to downtown Mystic as well as to restaurants and the Aquarium. This location will also significantly increase traffic on RT. 27 which is already a real problem, especially in the summer months.

The removal of the New London and Mystic stops, which are used by hundreds of travelers per day, would also critically impact the coastline towns and surrounding businesses as there is regular and necessary train stop options in these towns and the surrounding area. The location of the New London train station right where the ferries dock is a huge benefit to travelers of both the ferry lines and the trains. This would negatively impact many travelers who currently use these stops, requiring travelers to disembark in the few CT stops which are many miles away from the New London and Mystic towns.

This proposal will only shorten the trip between New York and Boston by a few minutes while severely impacting those who live in the affected communities. There is absolutely no benefit to the communities being asked to accommodate Amtrak's relocation of these train lines. There is only pain to be had.

I strongly ask (or shall I say demand) that you support my complete disapproval of this proposal and appreciate your support. Please fight to keep this town as it is – a wonderful and quiet town for citizens and a popular vacation destination to thousands of visitors to Mystic in order to keep this area an investment in the buying and selling of properties and provided the much needed and necessary taxes to the town.

This is a robust and important area in CT as well as a quiet, quaint part of Mystic. Preserve this jewel within our great state of CT.

Thank you.

Jeffrey Dubins

F-1051 Dubins_Jeffrey

Sandra M. Crawford
Jeffrey S. Dubins
[redacted]
Mystic, CT 06355

WASHINGTON DC
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Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor Joint Program Manager US DOT, I
One Bowling Green, Suite 429
New York, NY 10004

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

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Thank you.

Jeffrey S. Dubins

Sandra M. Crawford
Jeffrey S. Dubins
[redacted]
Mystic, CT 06355

HARTFORD CT 061
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NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green Suite 429
New York, NY 10004

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F-1053 Duncan_SD

SUSAN SALTONSTALL DUNCAN
DAVID NEEDHAM DUNCAN
[redacted]
OLD LYME, CT 06371
[redacted]
[redacted] OR [redacted]

January 30, 2017

Ms. Rebecca Reyes-Alicea
(or Current FRA Executive)
Federal Rail Administration
One Bowling Green, Suite 429
New York, NY 10004

SUBJ: EIS No. 20160310, Final FRA, NAT, NEC FUTURE: A Rail Investment Plan for the Northeast Corridor Tier 1, Review Period Ends: 01/31/2017, Contact Rebecca Reyes-Alicea, 212-668-2282

Dear Ms. Reyes-Alicea/FRA Executive:

As residents of Old Lyme and owners of one of the oldest house in Connecticut (built in 1680 and listed on the National Historic Registry,) we wish to state our strong opposition to the Final Environmental Impact Study ("FEIS") that was published in the Federal Register on December 23, 2016.

We strongly endorse the Town of Old Lyme response to both the proposed repairs to the existing rail and to the proposed high speed rail bypass. We believe that the entire FRA effort to develop the FEIS lacked transparency and omitted the ever important and legally required input from the local populations.

At the present time, there is a recognized need (and approval but not funding) for repairs of bridges, tracks and other important safety features of the railroad routes that go through Connecticut. We are strongly in favor of faster and more efficient rail transportation and believe that the current priorities should focus on improved safety and upgrading the current system while improving the railroad's resiliency to rising sea levels. However, similar to the Tamiami Expressway (Route 41) in Florida which has altered the hydrology of southern Florida, in the aggregate the current rail bed is one of the longest dams in the country. We believe that a more thorough and complete environmental study must be done before work can commence on these upgrades to the existing rail particularly as related to improving the fresh and tidal water flow beneath these rails.

F-1053 Duncan_SD
SUSAN SALTONSTALL DUNCAN
DAVID NEEDHAM DUNCAN
[redacted]
OLD LYME, CT 06371
[redacted]
OR [redacted]

In addition, the current Preferred Alternative as outlined in the FEIS poses significant threats to the environmental and ecological, historical, cultural and economic assets of Old Lyme, surrounding towns and the entire State of Connecticut.

The Tier 1 Final Environmental Impact Statement (FEIS) Preferred Alternative proposes a bypass around coastal southeastern Connecticut including a tunnel constructed under the Connecticut River Estuary (CRE), the Lieutenant River and the Historic District of the town of Old Lyme, Connecticut and Interstate 95 before returning to ground level.

We believe that there are many important omissions and procedural and technical flaws in the conclusions drawn in the current FEIS and therefore request that you not publish the Record of Decision to include the planned Kenyon Bypass route. We also believe there is no possible irrevocable agreement made here and now that would guarantee an aerial structure not be built at a future date under future requirements, regulations and administrations.

Neither a tunnel under nor an aerial bridge over the Connecticut River from Old Saybrook through Old Lyme are acceptable. Both of these substantial infrastructure developments pose significant risk for irreparable damage to some of the country's most important environmental and ecological resources, and substantial damage to historic, cultural and economic aspects of this area. While Old Lyme is at the center of the controversy, the entire Southeast coast of Connecticut is at risk. Examples of these assets in our immediate area are as follows:

Environmental

1. The Connecticut River is the longest and most important river in New England. A National Heritage River, from its source near Quebec, Canada, it travels 410 miles to its mouth on Long Island Sound. Its watershed includes 148 tributaries, 38 of which are major rivers and supplies 70% of the fresh water that enters Long Island Sound.
2. The Connecticut River's unusually strong tidal flows and river fresh water velocities are distinctive and among only a few in the world, dynamically similar to the Amazon, the Mississippi, the Columbia, the Fraser, and the Yangtze in China.
3. The Connecticut River Estuary contains one of the least developed or disturbed tidal marsh systems in the entire United States and the most pristine large river tidal marsh system in the Northeast which the surrounding towns have for decades worked to protect.
4. The Connecticut River Estuary was proclaimed by The Nature Conservancy to be one of The Last Great Places in the Western Hemisphere (1993).
5. The lower Connecticut River has 78 species of fish, the highest fish diversity in the region.
6. The river has one of the largest and most stable populations of American shad in the United States

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OLD LYME, CT 06371
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7. Atlantic Sturgeon and the Short Nose Sturgeon. The FEIS specifically removed the Atlantic Sturgeon as "not identified within the Preferred Alternative's Affected Environment" (P 7.6.3.2), although both species are considered Threatened and Endangered by the State and Federal Governments.
8. The Bald Eagle, a species considered "Threatened" in Connecticut, both roosts and feeds in the Connecticut River Estuary which has one of the "highest winter concentrations sites" on the East Coast.

Cultural/Historical and Economic

9. In 2009/10 Old Lyme received White House recognition as a "Preserve America Community." The program was established by President Bush as Executive Order 13287 on March 3, 2003. The program recognizes communities that protect and celebrate their heritage; use their historic assets for economic development and community revitalization; and, encourage people to experience and appreciate local historic resources through education and heritage tourism programs.
10. This region has played a significant role in the formation of and cultural heritage of our country. Dependent on the near pristine natural environment which has been protected and cherished by its residents for centuries, it continues to be a vital engine in the local economy and an active center for the arts.
11. As evidence of its importance to the State's economy, tourism in Southeastern Connecticut employs upwards of 30,000 people a year.
12. In New London and Middlesex Counties alone, located along a very narrow ribbon of land along the shore, the southeast region of Connecticut is critically important to the economy of the State of Connecticut. Active in the visual and musical arts, Old Lyme includes the Florence Griswold Museum (a National Historic Landmark), the Lyme Academy of Art, the Lyme Art Association, the Old Lyme Inn with its jazz club featuring world renowned jazz artists, the Bee and Thistle Inn and Musical Masterworks with year round indoor and outdoor offerings and a variety of chamber music, all in the Old Lyme Historic District.

    Nearby are countless marinas, ecotourism opportunities, galleries and outdoor seasonal events in the arts, music, old time Agricultural Fairs, The Katherine Hepburn Cultural Arts Center, the Lyman Allen Art Museum, Connecticut College, and The Coast Guard Academy with a museum in the works.
13. A new high speed rail should be an asset developed to benefit the States through which it passes. It is a cost which the States will be required to participate in and thereof these States should expect the highest degree of service to as many residents as possible. According to Amtrack, a route along the shore will access 30,000 in ridership while a route through the center of the state would access 650,000 in new ridership. This

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DAVID NEEDHAM DUNCAN
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OLD LYME, CT 06371
[redacted]
OR [redacted]

The type of tunnel and method of construction are central to any environmental analysis of the impact of development on an ecosystem that is both dynamic and vulnerable to human engineering. A study should have been conducted prior to issuance of the FEIS and must be undertaken prior to a Record of Decision (ROD). Such a study should determine the impact of a new and substantial infrastructure development, including during construction, on the important environmental and ecological resources as well as the historic, cultural and economic aspects of this area by:

1. Taking aggressive steps to protect the Connecticut River estuary because of its biological productivity and fertileness for our population and the flora and fauna that inhabit the estuary. This requires protecting the Connecticut River sediment flow which will ensure that the wetlands can respond to rising sea levels.
2. Ensuring the safety of our wetlands which are dependent on the supply of sediment for marsh accretion and the ability of the salt marsh to migrate horizontally landward.
3. Finding a solution for the salt marsh and the high salinity waters of the estuary to move through the embankments and reestablish salt marsh within the Lieutenant River. (Unfortunately, railroad engineers are hampered with a legacy of embankments running from Duck River to the CR and a like distance in Old Saybrook from the DR to Tilcon Aggregate Plant before the train station.)
4. Protecting the Estuary as the home to many species including endangered and/or threatened species like the Atlantic Sturgeon and the Short***nose*** Sturgeon and the Saltmarsh Sparrow which faces extinction within 5 years, and the lovely Tree Swallows that thrall viewers in the Fall evenings and morning with the murmuration at Goose Island
5. Protecting the source of potable fresh water because Old Lyme is blessed with freshwater aquifers that provide excellent and safe drinking water. Any solution must navigate a maze of sole source aquifers so that this precious water is sustained.
6. Protecting against noise in the areas along the planned route of the high speed railroad to maintain a quiet rural quality. This will be shattered with trains running 4 times per hour and noise level are at least twice as high today (low estimate)
7. A summary of lost real estate sales provided by our local Coldwell Banker Real Estate office as of November 1, 2016 included:
    - A cancelled contract on Great Oak for fear of impact of the rail proposal on noise and value
    - Several open house visitors of a Village property on Ferry Rd have openly expressed concern and the decision not to pursue Village properties -not to mention frightening other prospective buyers in attendance

SUSAN SALTONSTALL DUNCAN
DAVID NEEDHAM DUNCAN
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OLD LYME, CT 06371
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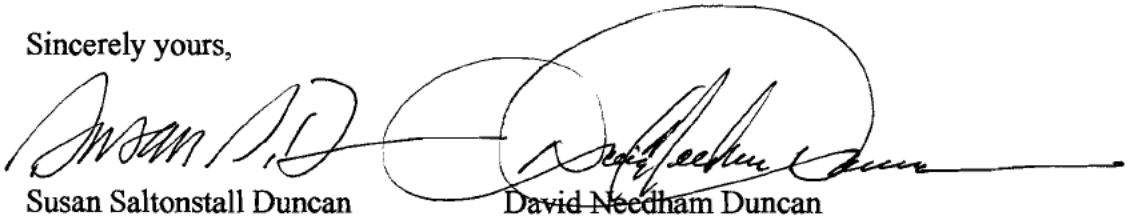
OR [redacted]

- Cancellation of a showing in the Village by NYC buyers because they learned of the rail proposal from Old Lyme friends
- Buyer of a lot in Sandpiper Point withdrew from negotiations due to the RR possibility
- Potential buyer for a lot on Sandpiper will likely move farther away
- Overall, Village listings -which generally have fewer DOM (days on market) than other OL properties – are experiencing comparatively low levels of showings

8. Immediately removing the "line on the map" which has already depressed real estate values in Old Lyme as potential homeowners evaluate the negative impacts of FRA's proposed bypass or tunnel through or under our Town. Real estate agents have reported broken contracts and significantly lowered housing values as a result of potential buyers speculating about the negative impacts of the by-pass.
9. The economy of these shoreline towns is routed in tourism, primary and second home owners, and retired professionals. All three of these factors are dependent on maintaining the attractive rural character of our towns. This may be shattered with higher noise levels and massive machines lumbering through our communities.

Thank you for your careful consideration of these comments and our recommendations. We hope this is information that will help you reach a more satisfactory option for high speed rail in Connecticut.

Sincerely yours,



Susan Saltonstall Duncan David Needham Duncan

Cc:
DOT Secretary Elaine Chao
Senator Richard Blumenthal
Senator Chris Murphy
Governor Dannel Malloy
Congressman Joe Courtney
State Senator Rob Simmons
CT DOT Commissioner Redecker
First Selectwoman Bonnie Reemsnyder

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MS. REBECCA REYES-ALICEA
NEC FUTURE
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN
SUITE 429
NEW YORK, NY 10004

SENATOR PAUL FORMICA
TWENTIETH SENATE DISTRICT

Legislative Office Building
300 Capitol Avenue, Suite 3400
Hartford, Connecticut 06106-1591
Capitol: (800) 842-1421
E-Mail: Paul.Formica@cga.ct.gov
Website: www.SenatorFormica.com

State of Connecticut
SENATE

ASSISTANT SENATE REPUBLICAN MAJORITY LEADER

CO-CHAIR
APPROPRIATIONS COMMITTEE
ENERGY & TECHNOLOGY COMMITTEE

MEMBER
COMMERCE COMMITTEE

January 31, 2017

Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor Joint Program Manager
US DOT, Federal Railroad Administration (FRA)
One Bowling Green, Suite 429
New York, NY 10004

Dear Program Manager Reyes- Alicea,

Thank you for this opportunity to voice my strong opposition to the "Amtrak Bypass" portion of the NEC FUTURE plan. The devastating effect this bypass will have on our coastal small communities from Old Saybrook to Mystic and beyond is immeasurable.

Rather, I suggest resources and focus be on improving existing rail lines, including commuter rail services in both ridership and locations. Most importantly, improve the safety concerns of the small crossings that exist along the Connecticut beautiful shoreline.

Our delegation is united in opposition and I sincerely hope you will reconsider and withdraw this bypass option from the plan.

The result of this "discussion" has already had a negative impact on our region's economics, generated concerns for our environmental future, and has created unnecessary uncertainty to our residents quiet enjoyment of their properties.

Thank you and please don't hesitate to call if I can be of future service.

Best,

Paul M. Formica
State Senator, District 20

State of Connecticut
STATE CAPITOL
300 CAPITOL AVENUE
HARTFORD, CT 06106-1591
SENATOR PAUL FORMICA
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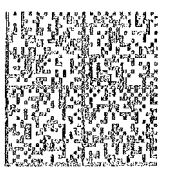

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Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor Joint Program Manager
US DOT, Federal Railroad Administration (FRA)
One Bowling Green, Suite 429
New York, NY 10004

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State of New Jersey

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

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

February 15, 2017

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

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

Dear Ms. Reyes-Alicia:

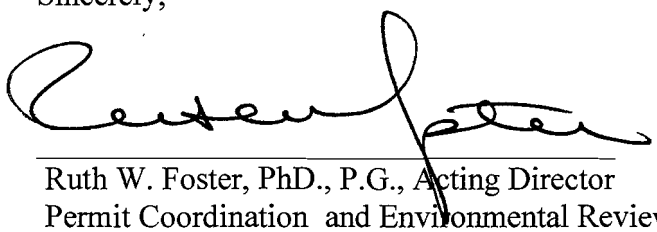
The New Jersey Department of Environmental Protection's (Department) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, the Federal Railroad Administration (FRA) National Environmental Policy Act (NEPA) required Tier 1 Final Environmental Impact Statement (EIS) for proposed improvement alternatives to the rail lines of the Northeast Corridor through New Jersey between Philadelphia and New York City. In addition to the enclosed Draft Tier 1 EIS comments filed on January 20, 2016, the Department offers the following comments for your consideration:

Historic and Cultural Resources:

The HPO has entered into the enclosed Programmatic Agreement (PA) with the Federal Rail Administration and Federal Transit Administration to treat project impacts on historic properties (historic and archaeological resources) during future NEC Future Investment Program and Tier 2 projects for the NEC FUTURE undertaking. If you have any additional comments, please also contact Patty Chrisman at (609) 984-0850) or Vincent Maresca at (609) 633-2395 and vincent.maresca@dep.nj.gov. Please reference the HPO project number assigned to this project (HPO-A2016-200; Log#16-0581-1 & 2), in any future calls, emails, submissions, or written correspondence to help expedite your review and response.

The New Jersey Department of Environmental Protection looks forward to additional opportunities to provide more detailed comment as Tier 2 plans are developed for a Selected Alternative and made available for public comment. Please contact me at the above number if you require additional information.

Sincerely,



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

Enclosures

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

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Phone Number (609) 292-3600
FAX NUMBER (609) 292-1921

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

January 20, 2016

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

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

Dear Ms. Reyes-Alicia:

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

Natural Resources -

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

Historic and Cultural Resources:

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

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

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

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

Land Use:

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

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

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

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

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

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

Site Remediation

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

Stormwater Management

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

Air Mobile Sources

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

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

1. All on-road vehicles and non-road construction equipment operating at, or visiting, the construction site shall comply with the three minute idling limit, pursuant to N.J.A.C. 7:27-14 and N.J.A.C. 7:27-15. Consider purchasing "No Idling" signs to post at the site to remind contractors to comply with the idling limits. Signs are available for purchase from the Bureau of Mobile Sources at 609/292-7953 or http://www.stopthesoot.org/sts-no-idle-sign.htm.

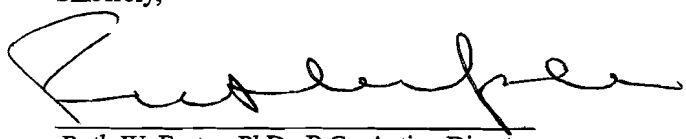
2. All non-road diesel construction equipment greater than 100 horsepower used on the project for more than ten days should have engines that meet the USEPA Tier 4 non-road emission standards, or the best available emission control technology that is technologically feasible for that application and is verified by the USEPA or the CARB as a diesel emission control strategy for reducing particulate matter and/or NOx emissions.

3. All on-road diesel vehicles used to haul materials or traveling to and from the construction site should use designated truck routes that are designed to minimize impacts on residential areas and sensitive receptors such as hospitals, schools, daycare facilities, senior citizen housing, and convalescent facilities

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

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

Sincerely,



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

Enclosure

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

Bureau of Water Allocation & Well Permitting
Construction Related Dewatering Guidance

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

Well Permitting

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

Water Allocation

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

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

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

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

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

In addition –

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

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

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

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

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

HPO Project No. 16-0581-5
HPO-G2016-149 PA

State of New Jersey

MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

July 19, 2016

Amishi Castelli, Ph.D.
Environmental Protection Specialist
U.S Department of Transportation, Federal Railroad Administration
Office of Program Delivery, Environment and Corridor Planning Division (RPD-13)
One Bowling Green, Suite 429
New York, New York 10004-1415

Re: Programmatic Agreement for the NEC Future Undertaking in New Jersey

Dear Dr. Castelli:

Enclosed please find the Programmatic Agreement with one original signed signature page and one state-specific appendix page for the above referenced undertaking forwarded for your further action.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul
Deputy State Historic
Preservation Officer

KJM/VM

NEC FUTURE
A Rail Investment Plan for the Northeast Corridor

Section 106 Programmatic Agreement

PROGRAMMATIC AGREEMENT AMONG

THE FEDERAL RAILROAD ADMINISTRATION,
THE FEDERAL TRANSIT ADMINISTRATION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND THE STATE HISTORIC PRESERVATION OFFICERS OF:
CONNECTICUT,
DELAWARE,
DISTRICT OF COLUMBIA,
MARYLAND,
MASSACHUSETTS,
NEW JERSEY,
NEW YORK,
PENNSYLVANIA, AND
RHODE ISLAND

REGARDING
COMPLIANCE WITH SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT
AS IT PERTAINS TO
THE NEC FUTURE INVESTMENT PROGRAM

WHEREAS, the Northeast Corridor ("NEC") is the rail spine that runs from Washington, D.C., through New York City to Boston, MA, passing through the District of Columbia and the states of Maryland, Delaware, New Jersey, Pennsylvania, New York, Connecticut, Rhode Island and Massachusetts;

WHEREAS, the Federal Railroad Administration ("FRA") is carrying out a planning process, known as the "NEC FUTURE process", in which FRA is developing and adopting a program of improvements to passenger rail service and infrastructure in the NEC through 2040 and beyond (hereinafter referred to as the "NEC FUTURE Investment Program");

WHEREAS, FRA has determined that the development and adoption of the NEC FUTURE Investment Program is an undertaking subject to Section 106 of the National Historic Preservation Act ("Section 106") (16 U.S.C. § 470f, as amended) and its implementing regulations "Protection of Historic Properties" (36 C.F.R. Part 800);

WHEREAS, FRA is preparing a Tier 1 Environmental Impact Statement ("EIS") for the NEC FUTURE Investment Program in compliance with the National Environmental Policy Act, 42 U.S.C. § 4321 et seq., ("NEPA");

WHEREAS, the Federal Transit Administration ("FTA") is serving as a cooperating agency in the preparation of the Tier 1 EIS for the NEC FUTURE Investment Program;

WHEREAS, the Tier 1 EIS evaluates a No Action Alternative and a range of action alternatives (including a Preferred Alternative) for improving passenger rail service on the NEC, consisting of various combinations of improvements to the existing NEC rail spine and/or construction on new right-of-way;

WHEREAS, in addition to preparing the Tier 1 EIS, FRA is currently conducting project-specific environmental review processes for certain projects with independent utility on the NEC (hereinafter referred to as "related projects"), and the environmental review processes for those projects have been coordinated with the NEC FUTURE process;

WHEREAS, if FRA issues a Tier 1 Record of Decision (ROD) that approves a program of improvements to the NEC, FRA, FTA, and potentially other federal agencies will carry out subsequent environmental reviews, using a tiered approach in accordance with 40 C.F.R. § 1502.20, for one or more individual projects that implement the NEC FUTURE Investment Program and that rely upon the Tier 1 ROD for their justification (hereinafter referred to as "NEC Tier 2 Projects");

WHEREAS, FRA, FTA and other federal agencies may in the future conduct environmental review processes for additional projects on the NEC that are separate from the NEC FUTURE process, without relying upon any decisions that may be made in the Tier 1 ROD for the NEC FUTURE Investment Program (hereinafter referred to as "independent projects on the NEC");

WHEREAS, FRA has determined that the NEC FUTURE Investment Program has the potential to affect properties that are listed in or eligible for the National Register of Historic Places (NRHP) (hereafter referred to as "historic properties");

WHEREAS, FRA and FTA have determined that the development of a Programmatic Agreement ("PA") in accordance with 36 C.F.R. § 800.14 is appropriate for the NEC FUTURE Investment Program because the Program's potential effects on historic properties are multi-state in scope;

WHEREAS, the purpose of this PA is to establish the framework for compliance with Section 106 during future environmental review processes for NEC Tier 2 Projects;

WHEREAS, for purposes of this PA, the term "Tier 1 undertaking" refers to the NEC FUTURE Investment Program, and the term "Tier 2 undertaking" refers to an NEC Tier 2 Project;

WHEREAS, the term "NEC Tier 2 Project" does not include any "independent projects on the NEC" as those terms are used in this PA;

WHEREAS, FRA is carrying out the Section 106 process for the NEC FUTURE Investment Program using a phased approach in accordance with 36 C.F.R. §§ 800.4(b)(2) and 800.5(a)(3);

WHEREAS, in accordance with the phased approach to Section 106 consultation, FRA has taken steps during the Tier 1 process to begin identifying historic properties and assessing potential effects on historic properties, as further described in the Tier 1 EIS, including (1) determining a Preliminary Area of Potential Effects ("Preliminary APE") for the alternatives considered in the Tier 1 EIS (see Appendix B (Map of Preliminary APE), (2) identifying known historic properties within the

Preliminary APE, based on existing records, and (3) identifying known historic properties located within the Representative Route of each Tier 1 alternative, as a basis for assessing potential effects of the alternatives on historic properties;

WHEREAS, in accordance with 36 C.F.R. § 800.2 and 800.3, FRA has invited State Historic Preservation Officers, Indian Tribes, representatives of local governments, potential applicants for federal assistance and other approvals, and others to participate as consulting parties in in the development of this PA as further described herein, and a complete list of those invited to serve as consulting parties is included in Appendix E;

WHEREAS, FRA has consulted to develop this PA pursuant to 36 C.F.R. § 800.14(b)(3) with the Advisory Council on Historic Preservation ("ACHP") and with the Connecticut State Historic Preservation Officer ("SHPO"), Delaware SHPO, District of Columbia SHPO, Maryland SHPO, Massachusetts SHPO, New Jersey SHPO, New York SHPO, Pennsylvania SHPO, and Rhode Island SHPO (collectively, "SHPOs"), who are signatories to this PA in accordance with 36 C.F.R. § 800.6(c)(1);

WHEREAS, because the FTA may be responsible for NEPA and Section 106 compliance for one or more NEC Tier 2 Projects, such as actions related to commuter rail, FRA has invited FTA to be a signatory to this PA pursuant to 36 C.F.R. § 800.6(c)(2);

WHEREAS, because the National Conference of State Historic Preservation Officers (NCSHPO) has expertise in consultations involving undertakings that affect multiple states, including experience in resolving issues in dispute among SHPOs, FRA has invited NCSHPO to be a consulting party in consultation regarding the Tier 1 undertaking, and has invited the NCSHPO to concur in this PA in accordance with 36 C.F.R. § 800.6(c)(3);

WHEREAS, while NEC Tier 2 Projects are not expected to occur on or affect historic properties on Tribal lands as defined in Section 301(14) of the National Historic Preservation Act (NHPA), FRA has consulted with Indian Tribes that attach religious and cultural significance to historic properties that may be affected by the Tier 1 undertaking, and of those Tribes, FRA has invited the Mashantucket (Western) Pequot Tribal Nation, the Mohegan Tribe, the Narragansett Indian Tribe of Rhode Island, the Shinnecock Indian Nation, the Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts, the Mashpee Wampanoag Tribe, the Stockbridge-Munsee Community Band of Mohicans, the Delaware Tribe of Indians, the Absentee-Shawnee Tribe of Oklahoma, the Shawnee Tribe, and the Delaware Nation to sign this PA as concurring parties, based on their interest in the undertaking, given the proximity of the Tier 1 EIS alternatives to areas in which the Tribes have expressed an interest in further consultation under Section 106;

WHEREAS, based on consultation with the SHPOs, NCSHPO, and the ACHP, FRA has also invited local historic preservation commissions in metropolitan areas to participate as consulting parties in the Section 106 process for the Tier 1 undertaking;

WHEREAS, FRA has invited the New York City Landmarks Preservation Commission to concur in this PA in accordance with 36 C.F.R. § 800.6(c)(3), and will offer other local historic preservation commissions the opportunity to concur in this PA after it is executed;

WHEREAS, FRA has invited potential future applicants for federal financial assistance for Tier 2 undertakings to participate as consulting parties in Section 106 consultation for the Tier 1 undertaking, including the operator of intercity passenger rail service on the NEC (Amtrak) as well as the operators of commuter rail services on the NEC in each state;

WHEREAS, based on consultation with the SHPOs, NCSHPO, and the ACHP, FRA has also invited statewide historic preservation organizations to participate as consulting parties in Section 106 consultation for the Tier 1 undertaking;

WHEREAS, FRA utilized a variety of outreach efforts to inform and engage the public, elected officials, government agencies, private businesses and individuals during the NEC FUTURE process via the project website (*www.necfuture.com*), and via numerous public meetings and workshops, stakeholder meetings, and agency meetings in each of the corridor's eight states and the District of Columbia (District), and has included information about the Section 106 process as part of these outreach efforts, which were carried out in compliance with NEPA;

WHEREAS, FRA included a draft of this PA in Appendix G of the Tier 1 Draft EIS, to provide the public with an opportunity to comment on the draft PA as part of the public comment period on the Tier 1 Draft EIS, in accordance with 36 C.F.R. § 800.14(b)(2);

WHEREAS, Section 11504 of the Fixing America's Surface Transportation Act ("FAST Act"), enacted December 4, 2016, requires the U.S. Department of Transportation (U.S. DOT) to submit a proposed Section 106 exemption for railroad rights-of-way to ACHP within one year after enactment of the FAST Act, and requires the ACHP to issue a final exemption within 180 days after U.S. DOT's submittal of the proposed exemption;

WHEREAS, the purpose of this PA is to provide an overall framework and common terminology to be used in Section 106 consultation for any Tier 2 undertakings, while allowing the Section 106 consultation process for Tier 2 undertakings to be adapted as necessary based on each State or the District's requirements; and

WHEREAS, the signatories intend that the Section 106 regulations (36 C.F.R. Part 800) apply to the Tier 2 undertakings, except as specifically provided in this PA;

NOW, THEREFORE, the signatories agree that, upon execution of this PA, FRA has satisfied its obligations under Section 106 with regard to the Tier 1 undertaking and further agree that Tier 2 undertakings shall be implemented in accordance with the following stipulations to consider the effect of those undertakings on historic properties in accordance with Section 106 of the NHPA.

STIPULATIONS

The FRA, FTA, or, as applicable, any other federal agency responsible for Section 106 compliance for a NEC Tier 2 Project, shall ensure the following:

I. APPLICABILITY

A. Applicability to Tier 2 Undertakings

1. This PA shall apply to FRA's compliance with Section 106 for any Tier 2 undertaking for which FRA has a Section 106 responsibility, except as provided in paragraphs A.3 and E of this Stipulation.

2. This PA also shall apply to FTA's compliance with Section 106 for any Tier 2 undertaking for which FTA has a Section 106 responsibility, except as provided in paragraphs A.3 and E of this Stipulation.

3. For any Tier 2 undertaking, the FRA and FTA (individually or jointly) may elect to satisfy their Section 106 responsibilities by following the process set forth in the Section 106 regulations (36 C.F.R. Part 800), in lieu of following this PA. When making such an election, FRA and FTA, as applicable, shall notify the ACHP, applicable SHPO(s), applicable Indian Tribe(s) and Tribal Historic Preservation Officer(s) (THPO), and consulting parties for that Tier 2 undertaking (if any), in writing that this PA does not apply to the undertaking. Such notification shall be provided as early as practicable in the environmental review process for the undertaking.

B. If any federal agency other than FRA or FTA has a Section 106 responsibility for a Tier 2 undertaking, that federal agency may satisfy its Section 106 responsibilities by accepting and complying with the terms of this PA, in accordance with this paragraph.

1. The federal agency shall notify FRA, FTA, ACHP, applicable SHPO(s), and applicable Indian Tribe(s) and THPO(s), in writing of its intent to use this PA to achieve compliance with Section 106 requirements for one or more Tier 2 undertakings.

2. If none of the notified agencies objects within 30 days of receipt of notification, the federal agency may then carry out its Section 106 obligations in accordance with this PA.

3. If any of the notified agencies objects in writing within 30 days, the federal agency shall meet with the objecting agency or agencies and seek their consent to proceed under this PA. If the objecting agency or agencies grant their consent, the federal agency may then carry out its Section 106 responsibilities in accordance with this PA. If the objection is not resolved, the dispute resolution procedures in Stipulation XVI.B may be invoked by any signatory that is a party to the dispute.

4. Upon determining that the requirements of paragraphs I.B.1 through I.B.3 have been met, the federal agency shall provide written notice to the FRA, FTA, ACHP, applicable SHPO(s),

applicable Indian Tribe(s) and THPO(s), and consulting parties for that Tier 2 undertaking (if any), confirming that it will be following this PA for purposes of the specified undertaking or undertakings.

5. A federal agency's decision to follow this PA, in accordance with the procedures outlined in this section, does not give that agency the status of a signatory to this PA. A federal agency may become a signatory to this PA only by execution of an amendment to the PA in accordance with Stipulation XVI.C.

C. Nothing in this PA precludes FRA, FTA, or any other federal agency from delegating its responsibilities under this PA to a State, local, or Tribal government in accordance with federal law, pursuant to 36 C.F.R. § 800.2(a).

D. If one federal agency is designated by one or more other federal agencies to serve as the lead federal agency for a Tier 2 undertaking, that agency (for example, FRA or FTA) will act on the collective behalf of those other agencies to fulfill all Section 106 responsibilities by complying with the terms of this PA. When one federal agency is not designated the lead federal agency for Section 106, all federal agencies remain individually responsible for their compliance with Section 106 and 36 C.F.R. Part 800.

E. This PA shall not apply to undertakings that occur on or affect Tribal lands as defined in Section 301(14) of the NHPA. If such undertakings are proposed, the federal agency or agencies with Section 106 responsibilities for the Tier 2 undertaking shall follow the applicable procedures in 36 C.F.R. Part 800 for projects on or affecting Tribal lands.

II. ROLES AND RESPONSIBILITIES

A. Federal Agency

The FRA, FTA, or another federal agency, as applicable, shall be responsible for carrying out the responsibilities of the federal agency under this PA with regard to a Tier 2 undertaking, unless the agency determines that the PA does not apply to the undertaking as provided in Stipulation I.A.3.

B. ACHP

For Tier 2 undertakings, the ACHP shall be responsible for providing technical guidance, participating in dispute resolutions if needed, and notifying the federal agency if ACHP will participate in consultation for a Memorandum of Agreement (MOA) prepared for the Tier 2 undertaking.

C. SHPOs

1. For Tier 2 undertakings, each SHPO shall participate in the Section 106 consultation process for projects located in the SHPO's State. In consultation with that SHPO, the federal agency

shall determine whether to invite the SHPO in adjacent State or States to participate in consultation for the Tier 2 undertaking.

2. For any Tier 2 undertakings in which the SHPO is participating in Section 106 consultation, the SHPO shall be responsible for reviewing project documentation in a timely manner (generally, within 30 days after receipt), unless another time period has been agreed upon and participating in consultation as set forth in this PA, including State-specific appendices.

III. PROFESSIONAL STANDARDS

A. Qualifications

1. All actions prescribed by this PA that involve the identification, evaluation, analysis, recording, treatment, or monitoring, or disposition of historic properties, or that involve reporting or documentation of such actions in the form of reports, forms, or other records, shall be carried out by or under the direct supervision of a person or persons who meet, at a minimum, the Secretary of the Interior's Historic Preservation Professional Qualification Standards, for the applicable discipline (e.g., archaeology, architectural history, historic architecture) consistent with the proposal at 62 Fed. Reg. 33708 – 33723 (June 20, 1997).

2. The qualification standards described in III.A.1 do not apply to individuals recognized by relevant Indian Tribes to have expertise in identification, evaluation, assessment of effect, and treatment of effects to historic properties of religious and cultural significance to their Tribes. The signatories to this PA acknowledge that Tribal representatives possess special expertise in assessing the eligibility of historic properties that may possess religious and cultural significance to their Tribe.

B. Standards & Guidelines

All evaluation methods and criteria shall be consistent with the Secretary of the Interior's Standards and Guidelines for Evaluation found at *www.nps.gov/history/local-law/arch_stnds_3.htm*, with the ACHP's Section 106 Archaeology Guidance found at *www.achp.gov/archguide*, and with any additional requirements specified in a State-specific appendix to this PA, as applicable.

IV. GENERAL PROVISIONS

A. Applicability of Section 106 Regulations

The Section 106 consultation for the Tier 2 undertakings shall follow the procedures set forth in 36 C.F.R. Part 800, except as specifically provided in this PA.

B. Applicability of Section 106 Exemption for Railroad Rights-of-Way

As part of Section 106 consultation for a Tier 2 undertaking, the federal agency shall take into account, where applicable, any exemption for railroad rights-of-way that has been issued by ACHP pursuant to Section 11504 of the FAST Act.

C. Definitions

The terms used in this PA shall have the meanings given in Appendix A.

D. Government-to-Government Consultation with Indian Tribes

For each Tier 2 undertaking, the federal agency shall consult on a government-to-government basis, in accordance with 36 C.F.R. § 800.2(c)(2), with any federally recognized Indian Tribes that attach religious and cultural significance to historic properties that may be affected by the undertaking. The federal agency shall comply with any additional requirements specified in a State-specific appendix to this PA with regard to consultation with Indian Tribes.

E. State-Specific Appendices

This PA includes State-specific appendices, which include additional requirements that apply to NEC Tier 2 Projects within an individual State. State-specific appendices (and any amendments thereto) require signature by the FRA, ACHP, and the SHPO from the applicable State, and by FTA.

F. Applicability of Program Alternatives

This PA does not preclude the application in Tier 2 studies of any program alternatives that may come into effect during the term of this PA pursuant to 36 C.F.R. § 800.14, including but not limited to programmatic agreements or program comments that apply to Section 106 consultation for railroad infrastructure projects.

V. INITIATION OF CONSULTATION PROCESS

A. Invitation of Consulting Parties

1. For each Tier 2 undertaking, the federal agency shall invite consulting parties (including the applicable SHPO(s), applicable Indian Tribe(s) and THPO(s), and local governments, as well as other organizations and individuals as appropriate) to participate in consultation for that undertaking, in accordance with 36 C.F.R. § 800.3 and this PA, including any additional requirements specified in a State-specific appendix to this PA.

2. The invitation to participate in Section 106 consultation shall specifically identify the undertaking as an NEC Tier 2 Project, for which consultation will be carried out in accordance with this PA. The invitation also shall include the federal agency's proposed schedule for completing the environmental review process, including dates for key milestones such as publication of NEPA documents for public comment.

3. The federal agency shall also invite the applicant for federal funding or approval (and, if different, the operator(s) of intercity passenger rail or commuter rail service on the railroad on which the improvement is proposed to be made) to participate as a consulting party for any Tier 2 undertaking.

VI. IDENTIFICATION AND EVALUATION OF HISTORIC PROPERTIES

A. Process for Identification and Evaluation of Historic Properties in Tier 2

1. As part of Section 106 consultation for each Tier 2 undertaking, the federal agency shall define an APE specifically for that undertaking (a "project-specific APE").

2. The federal agency shall complete determinations of eligibility for historic properties within the project-specific APE as part of the Section 106 process for each Tier 2 undertaking, in accordance with 36 C.F.R. § 800.4. The passage of time, changing perceptions of significance, or incomplete prior evaluations may require the federal agency official (during Tier 2) to reevaluate properties previously determined eligible or ineligible.

3. Where appropriate, the identification and evaluation of historic properties may be phased for an individual Tier 2 undertaking.

B. Additional Provisions

The following special provisions shall apply to the identification and evaluation of historic properties during the Tier 2 studies, as provided below.

1. Requests for Determination of Eligibility

During Section 106 consultation for a Tier 2 undertaking, the federal agency shall forward a request for a Determination of Eligibility to the Keeper of the National Register ("Keeper"), in accordance with 36 C.F.R. § 800.4(c)(2), if requested by the ACHP or the Secretary of the Interior, or if:

a. The applicable SHPO(s), applicable Indian Tribe(s) and THPO(s), a federal agency with jurisdiction over the property, or an Indian Tribe that ascribes traditional religious and cultural significance to the property, objects to a finding of eligibility or ineligibility by the federal agency; and

b. The federal agency determines that it is not able to resolve that objection through consultation with the applicable SHPO(s), applicable Indian Tribe(s) and THPO(s), the objecting party, and other consulting parties as appropriate.

2. Tribal Involvement in Archaeological Investigations in Tier 2

Except as otherwise provided in a State-specific appendix to this PA, the federal agency shall ensure that Tribes participating in Section 106 consultation for a Tier 2 undertaking have the opportunity to:

a. Be notified of the schedule for any archaeological fieldwork that involves resources of religious and cultural significance to the Tribe;

b. Review the study protocol for any archaeological fieldwork that involve resources of religious and cultural significance to the Tribe, prior to the commencement of that fieldwork;

c. Make arrangements for a Tribal monitor to attend any archaeological fieldwork that involve resources of religious and cultural significance to the Tribe;

d. Retain any artifacts that are of religious and cultural significance to the Tribe, in accordance with applicable federal and State laws; and

e. Be notified immediately of the discovery of any burial sites of Native American origin encountered during construction on lands associated with the Tribe. (See also, Stipulation X, Human Remains).

VII. ASSESSMENT OF EFFECTS

A. Process for Assessment of Effects in Tier 2

1. The federal agency shall apply the criteria of adverse effect (under 36 C.F.R. § 800.5) to each NRHP-eligible or NRHP-listed property as part of the Tier 2 process for each Tier 2 undertaking.

2. Where appropriate, the application of the criteria of adverse effects to historic properties may be phased for an individual Tier 2 undertaking.

B. Additional Provisions

1. Conditional Findings of No Adverse Effect

In accordance with 36 C.F.R. § 800.5(b) and (d)(1), the federal agency may determine that there is no adverse effect on a historic property when the federal agency ~~agrees~~ to conditions required by the applicable SHPO(s) and/or applicable THPO(s) as the ~~basis~~ for its concurrence in a finding of no adverse effects.

2. Cumulative Effects

In accordance with 36 C.F.R. § 800.5(a)(1), the application of the criteria of adverse effect shall take into account cumulative effects. The cumulative effects analysis for an NEC Tier 2 Project will include, but is not necessarily limited to, the effects of other actions ~~carried~~ out as part of the NEC FUTURE Investment Program.

VIII. RESOLUTION OF ADVERSE EFFECTS ON HISTORIC PROPERTIES

A. Process for Resolution of Adverse Effects in Tier 2

1. The resolution of adverse effects will occur through Section 106 consultation for individual Tier 2 undertakings.

2. The federal agency shall be responsible for determining, in consultation with the applicable SHPO(s), applicable Indian Tribe(s) and THPO(s), and other consulting parties, how to resolve any adverse effects for an NEC Tier 2 Project.

B. Additional Provisions

1. Use of Standard Treatment Measures to Resolve Adverse Effects

   a. The federal agency may resolve adverse effects on historic properties in Tier 2 by adopting Standard Treatment Measures listed in Appendix C or listed in a State-specific appendix.

   b. If the federal agency proposes to use Standard Treatment Measures to resolve adverse effects of a Tier 2 undertaking on a historic property, it shall provide notice to the applicable SHPO(s), applicable Indian Tribe(s) and THPO(s), and other consulting parties involved in the Section 106 process for that Tier 2 undertaking.

   c. If a SHPO or other consulting party objects to the use of a Standard Treatment Measure within 30 days after receiving such notice, the federal agency shall consult with the consulting party regarding the objection.

   d. If consensus cannot be reached within 30 days, the dispute resolution procedures in Stipulation XVI.B may be invoked by any signatory that is a party to the dispute. The federal agency shall be responsible for resolving any objections to the use of Standard Treatment Measures through the dispute resolution process.

2. Other Methods for Resolving Adverse Effects

   a. If adverse effects on one or more historic properties are not resolved by adoption of standard treatments, the federal agency shall consult to resolve adverse effects on those historic properties in accordance with 36 C.F.R. § 800.6.

   b. A template MOA for Tier 2 undertakings is provided in Appendix D. This template may be modified as appropriate by agreement among the signatories to the MOA for a Tier 2 undertaking, or a PA may be used to resolve the adverse effects of the Tier 2 undertaking.

   c. The federal agency shall consider the views of the public, pursuant to 36 C.F.R. § 800.6(a)(4), when developing an MOA or PA for a Tier 2 undertaking. Considering the views of the public shall include consideration of any comments submitted on Tier 2 NEPA documents, in addition to any comments submitted specifically as part of the Section 106 process for the Tier 2 undertaking.

d. Execution of an MOA or PA for a Tier 2 undertaking and filing of the MOA or PA with the ACHP, will be considered evidence of compliance with Section 106 for that Tier 2 undertaking.

e. Nothing in this PA shall be construed to preclude any procedural option that is available under the Section 106 regulations, including the option of termination under 36 C.F.R. § 800.7 for Tier 2 undertakings.

3. Resolution of Effects on National Historic Landmarks

a. If a National Historic Landmark may be affected, the federal agency shall comply with applicable requirements in Section 110(f) of the National Historic Preservation Act and 36 C.F.R. § 800.10, including but not limited to: notifying the Secretary of the Interior represented by the National Park Service (NPS) regional office's program coordinator, involving NPS in the consultation process, and notifying the ACHP and inviting them to consult on the Tier 2 undertaking, and planning to avoid adverse effects.

IX. CONFIDENTIALITY

All parties to this PA shall ensure that shared data, including data concerning the precise location and nature of historic properties and properties of religious and cultural significance, shall be protected from public disclosure to the greatest extent permitted by law, including conformance to Section 304 of the NHPA, as amended, Section 9 of the Archaeological Resource Protection Act, and Executive Order on Indian Sacred Sites, No. 13007, 61 Fed. Reg. 26771 (May 29, 1996). State-specific data sharing agreements are referenced and summarized in the State-specific appendices.

X. HUMAN REMAINS

Except as otherwise provided in State-specific appendices to this PA, or in an MOA or PA for a Tier 2 undertaking, the following stipulations apply to the discovery of human remains.

A. Notification and Treatment

1. If human remains are discovered during construction activities, all construction shall cease within 100 feet in all directions of the human remains and the federal agency (or its designee, such as the project sponsor) shall immediately notify the appropriate parties in accordance with the applicable State laws. Human remains and grave goods shall be treated in accordance with applicable State laws.

2. The federal agency shall be responsible for curation of all records and other items resulting from identification and data-recovery efforts on federal lands within the agency's jurisdiction.

3. The federal agency shall be responsible for ensuring that the disposition of any human remains and associated funerary objects of Native American origin encountered on federal

land during any action subject to this PA complies with § 3(c)-(d) of the National American Graves Protection and Repatriation Act (NAGPRA), and its implementing regulations codified at 43 C.F.R. § 10.

B. Final Disposition of Human Remains

All human remains shall be treated in a manner consistent with the ACHP "Policy Statement regarding Treatment of Human Burial Sites, Human Remains and Funerary Objects" (February 23, 2007; *www.achp.gov/docs/hrpolicy0207.pdf*).

XI. CURATION

A. Collections from Federal Lands

The federal agency shall be responsible for curation of all records and other archaeological items resulting from identification and data-recovery efforts on federal lands and that curation is completed in accordance with 36 C.F.R. Part 79. This includes private lands that have been acquired by a federal agency for the purposes of implementing the NEC FUTURE Investment Program. If the items are determined to be of Native American origin and are located on federal land, the agencies shall follow NAGPRA regulations and procedures set forth in 43 C.F.R. Part 10.

B. Collections from Private Lands

In cases where archaeological survey, testing, and data recovery are conducted on private land, any recovered collections remain the property of the land owner. In such instances, the federal agency, in coordination with the applicable SHPO(s) and applicable Indian Tribe(s) and THPO(s), shall encourage the land owner to donate the collection to an appropriate public or Tribal entity. In cases where the land owner wishes to transfer ownership of the collection to a public or Tribal entity, the federal agency shall ensure that recovered artifacts and related documentation are curated in a suitable repository as agreed to by the federal agency, applicable SHPO(s), and applicable Indian Tribe(s) and THPO(s), and following applicable State or Tribal guidelines.

C. State Requirements

Refer to Appendices CT-RI for state-specific requirements.

XII. EMERGENCIES

Except as otherwise provided in State-specific appendices to this PA, or in an MOA or PA for a Tier 2 undertaking, the following provisions shall apply during implementation of a Tier 2 undertaking:

A. Emergency actions are those actions deemed necessary by the federal agency as an immediate and direct response to an emergency situation, which is a disaster or emergency declared by the President, Tribal government, or the governor of the state, or other immediate threats to life or property. Emergency actions under this PA are only those implemented within thirty (30)

calendar days after the disaster or emergency has been formally declared by the appropriate authority.

B. If the emergency action has the potential to affect historic properties, the federal agency shall notify the applicable SHPO(s), applicable Indian Tribe(s) and THPO(s) and other parties as appropriate (including any Indian Tribes with an interest in the potentially affected historic properties) prior to undertaking the action, when feasible. As part of the notification, the federal agency shall provide a plan to the applicable SHPO(s) and THPO(s) and other parties to address the emergency.

1. The applicable SHPO(s) and THPO(s) and other parties shall have seven (7) calendar days to review and comment on the plan to address the emergency.

2. If the applicable SHPO(s) and THPO(s) and other parties do not comment or object to the plan within the review period, the federal agency may implement the proposed plan. If they do comment, the federal agency shall take into account all timely comments received in reviewing and implementing the proposed plan. If an objection is not resolved, the dispute resolution procedures in Stipulation XVI.B may be invoked by any signatory that is a party to the dispute.

C. If the federal agency is unable to consult with the applicable SHPO(s) and THPO(s) and other parties prior to carrying out emergency actions, the federal agency shall notify the applicable SHPO(s) and THPO(s) and other parties as appropriate within forty-eight (48) hours after the initiation of the emergency action. This notification shall include a description of the emergency action taken, the effects of the action(s) to historic properties, and, where appropriate, any further proposed measures to avoid, minimize, or mitigate potential adverse effects to historic properties. The applicable SHPO(s) and THPO(s) and other parties shall have seven (7) calendar days to review and comment on the proposal where further action is required to address the emergency. If the applicable SHPO(s) and THPO(s) and other parties do not object to the plan within the review period, the federal agency shall implement the proposed plan.

D. Where possible, the federal agency shall ensure that such emergency actions are undertaken in a manner that does not foreclose future preservation or restoration of historic properties. Such emergency actions shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. (*www.nps.gov/tps/standards.htm*). In addition, where possible, the federal agency shall ensure that such actions are done with on-site monitoring by the appropriate preservation professional who meets, at a minimum, the Professional Qualifications Standards in his or her field of expertise.

E. Where the applicable SHPO(s) and THPO(s) and/or any other party has reason to believe that a historic property may be adversely affected by an emergency action, the party shall consult with the federal agency to determine how to expedite review and comment on the action.

F. Immediate rescue and salvage operations conducted to preserve life or property are exempt from these and all other provisions of this PA.

XIII. UNANTICIPATED DISCOVERIES

A. If a previously undiscovered historic property (including archaeological property) is encountered during implementation of a Tier 2 undertaking, or an adverse effect that was not anticipated is found to exist, the discovery shall be addressed in accordance with the applicable provisions in the MOA or PA for the Tier 2 undertaking.

B. If there is no MOA or PA for the Tier 2 undertaking, or if that MOA or PA does not address unanticipated discoveries, the federal agency shall comply with 36 C.F.R. § 800.13(b).

XIV. DOCUMENTATION STANDARDS

All documentation that supports the findings and determinations developed under this PA shall be in accordance with 36 C.F.R. § 800.11.

XV. AUTHORITIES

Compliance with the provisions of this PA does not relieve the FRA or other federal agencies of their responsibilities to comply with other legal requirements, including those imposed by the NAGPRA (25 U.S.C. § 3001 and 43 C.F.R. § 10), the ARPA (16 U.S.C. § 470 aa-47011), NEPA, applicable Executive Orders, and applicable State laws.

XVI. ADMINISTRATIVE STIPULATIONS

A. Review Process

1. FRA shall conduct a review process for this PA every 2 years after the execution of this PA. The FRA shall ensure that the review process is conducted under the supervision of FRA's Federal Preservation Officer and includes (1) a status report prepared by FRA, summarizing pending NEC Tier 2 Projects, including the status of Section 106 consultation for each of those projects, and (2) an opportunity for signatories to submit comments regarding experience to date with the PA, including any recommendations for improving the process.

2. Any amendments resulting from the review shall be executed in accordance with Stipulation XVI.C.

B. Dispute Resolution

The following procedures shall be used to resolve disputes among signatories regarding Section 106 consultation for Tier 2 undertakings under this PA:

1. If any signatory to this PA objects within 30 days to any action proposed, or any document provided for review pursuant to this PA by providing written notice of the objection to the federal agency, the federal agency shall consult with the objecting signatory to resolve the objection.

2. If the federal agency determines that the objection cannot be resolved within 45 days, the federal agency shall forward all documentation relevant to the dispute, including the federal agency's proposed resolution, to the ACHP. The federal agency also shall provide a copy to all signatories and consulting parties for the undertaking.

3. The ACHP shall provide the federal agency with its advice on the resolution of the objection within 30 days of receiving all documentation relevant to the dispute from the federal agency under paragraph 2 of this section.

4. The federal agency shall prepare a written response to the objection that takes into account any timely advice or comments regarding the dispute from the signatories and consulting parties, including Indian Tribes, and provide them with a copy of this written response, which shall constitute the federal agency's decision regarding the objection. The federal agency may then proceed according to its final decision.

5. If the ACHP does not provide its advice regarding the dispute within 30 days, the federal agency may make a final decision on the dispute and proceed accordingly. The federal agency shall document its final decision in a written response to the objection that takes into account any timely comments regarding the dispute from the signatories and consulting parties for the undertaking, and provide them and the ACHP with a copy of such written response.

C. Amendment

1. The signatories anticipate that amendments to this PA are likely to be needed from time to time over the 20-year duration of this PA. Any signatory to this PA may make a request to the FRA and the other signatories to amend it, whereupon the signatories shall consult to consider the amendment(s). Concurring Parties may suggest proposed amendments to the signatories, who shall consult to consider them. This PA may be amended when such an amendment is agreed to in writing by all signatories. The amendment shall be effective upon execution by all of the signatories and a copy of the fully executed amendment shall be filed with the ACHP.

2. A State-specific appendix can be amended at any time through agreement between the FRA, ACHP, and the applicable SHPO, after consultation with any applicable Indian Tribe(s) and THPO(s).

D. Termination

1. If any signatory to this PA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment under Stipulation XVI.C. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories.

2. Once the PA is terminated, and prior to work continuing on the NEC Tier 2 Projects, FRA must either (a) execute a new PA pursuant to 36 C.F.R. § 800.14(b) or (b) comply with 36 C.F.R. Part 800 for remaining NEC FUTURE undertakings. FRA shall notify the signatories which course of action it will pursue.

E. Withdrawal

1. An individual SHPO may withdraw from the PA upon written notice to all signatories after having consulted with them for at least 30 days to attempt to find a way to avoid the withdrawal.

2. Upon withdrawal, and prior to continuing work on the undertaking in the relevant State, the federal agency shall comply with Section 106 for any Tier 2 undertakings in accordance with 36 C.F.R. §§ 800.3 through 800.7 or execute a new agreement in accordance with 36 C.F.R. § 800.14(b) for that State.

3. This PA shall remain in effect with regard to any Tier 2 undertakings located in the jurisdiction of the SHPO(s) that have not withdrawn from the PA.

4. If all SHPOs withdraw from the PA, the PA shall be considered terminated; the termination shall become effective 30 days after the final SHPO withdraws from the PA.

F. Duration

1. This PA shall become effective upon execution by all signatories and shall remain in effect for a period of 20 years from the effective date.

2. The signatories may extend the duration of the PA prior to its expiration by executing an amendment in accordance with Stipulation XVI.C.

3. If the signatories do not amend the PA to extend its duration, the PA shall expire and FRA shall memorialize the expiration of the PA in a letter to the signatories and concurring parties. If FRA or another federal agency party to this PA chooses to continue with the undertaking following termination of the PA, it shall review the undertaking in accordance with 36 C.F.R. Part 800.

XVII. EXECUTION AND IMPLEMENTATION

Execution of this PA by the FRA, the Connecticut SHPO, the Delaware SHPO, the District of Columbia SHPO, the Maryland SHPO, the Massachusetts SHPO, the New Jersey SHPO, the New York SHPO, the Pennsylvania SHPO, the Rhode Island SHPO, and the ACHP, and implementation of its terms is evidence that FRA has taken into account the effects of the Tier 1 undertaking on historic properties and afforded the ACHP an opportunity to comment, in accordance with Section 106 and the Section 106 regulations.

PROGRAMMATIC AGREEMENT AMONG

THE FEDERAL RAILROAD ADMINISTRATION,
THE FEDERAL TRANSIT ADMINISTRATION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND THE STATE HISTORIC PRESERVATION OFFICERS OF:
CONNECTICUT,
DELAWARE,
DISTRICT OF COLUMBIA,
MARYLAND,
MASSACHUSETTS,
NEW JERSEY,
NEW YORK,
PENNSYLVANIA, AND
RHODE ISLAND

REGARDING
COMPLIANCE WITH SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT
AS IT PERTAINS TO
THE NEC FUTURE INVESTMENT PROGRAM

SIGNATORY

New Jersey State Historic Preservation Officer

By: Katherine J. Marcopul Date: 7/20/2016
Katherine J. Marcopul
Deputy State Historic Preservation Officer

List of Appendices

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Appendix B:	Map of Tier 1 EIS Alternatives
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Appendix C:	Standard Treatment Measures
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APPENDIX A: Definitions

Terms defined in the Section 106 regulations (36 C.F.R. Part 800) shall have the meanings given in those regulations. The following additional terms shall have the meanings set forth below:

1. **"Applicable SHPO(s)"** means the State Historic Preservation Officer (SHPO) or SHPOs for the State or States in which a Tier 2 undertaking is located.

2. **"Applicable Indian Tribe(s) and THPO(s)"** means the any Indian Tribe or Tribes that attach religious and cultural significance to historic properties that may be affected by a Tier 2 undertaking and any Tribal Historic Preservation Officer (THPO) or THPOs with jurisdiction over the undertaking.

3. **"Independent project on the NEC"** means a future project that is located on the NEC but is developed through a NEPA process that is independent from the Tier 1 ROD - that is, the NEPA process for the project is *not* tiered to the Tier 1 ROD.

4. **"NEC FUTURE Process"** means the process through which FRA is developing the Tier 1 EIS for the NEC FUTURE Investment Program.

5. **"NEC FUTURE Investment Program"** means as a program of improvements to passenger rail service and infrastructure in the NEC through 2040 and beyond, which will be selected by FRA through the NEC FUTURE Process.

6. **"NEC Tier 2 Project"** means a future project that is located on the NEC and implements the NEC FUTURE Investment Program, and for which a Tier 2 NEPA document is prepared. This term does not include "independent projects on the NEC" as those terms are used in this PA.

7. **"NEPA"** means the National Environmental Policy Act, 42 U.S.C. 4321 *et seq.*

8. **"Preliminary APE"** means the area of potential effects for the alternatives in the Tier 1 EIS, as shown in Appendix B to this PA.

9. **"Related project"** means a project on the NEC that is being studied by FRA in a separate NEPA process concurrently with the NEC FUTURE Process - for example, the B&P Tunnel Project in Baltimore. For purposes of this PA, a related project may be treated as an NEC Tier 2 Project or an independent project on the NEC.

10. **"Representative Route"** is a term used in the Tier 1 EIS to refer the potential physical footprint of the Preferred Alternative and Action Alternatives. The Representative Route was used in the Tier 1 EIS as the basis for estimating the potential impacts of the Preferred Alternative and Action Alternatives.

11. **"State-Specific Appendix"** refers to an appendix to this PA that includes requirements that apply only within a specific State. State-specific appendices (and any amendments thereto) require signature by the FRA, ACHP, and the SHPO from the applicable State, and by FTA.

12. **"Tier 1 process"** refers to the process for preparing the Tier 1 EIS for the NEC FUTURE Investment Program.

13. **"Tier 1 ROD"** means a Record of Decision issued at the conclusion of the Tier 1 process, approving an NEC FUTURE Investment Program.

14. **"Tier 1 undertaking"** means the NEC FUTURE Investment Program.

15. **"Tier 2 NEPA document"** means an environmental document (categorical exclusion, environmental assessment, or environmental impact statement) that is prepared under NEPA and that is explicitly tiered to - that is, based on - the Tier 1 Record of Decision issued in the NEC FUTURE Process, in accordance with the tiering regulations in 40 C.F.R. § 1502.20 (or successor regulations).

16. **"Tier 2 process"** refers to the process for preparing a Tier 2 NEPA document for an NEC Tier 2 Project.

17. **"Tier 2 undertaking"** means any NEC Tier 2 Project; this term does not include "independent projects on the NEC" as that term is used in this PA.

18. **"Tribal lands"** means, as defined in Section 301(14) of the NHPA, (1) all lands within the exterior boundaries of any Indian reservation; and, (2) all dependent Indian communities.

APPENDIX E – Tier 1 Consulting Parties List

The table in this appendix includes a list of all entities that have been invited in Tier 1 to participate as consulting parties in Section 106 consultation for the NEC FUTURE program. The table indicates which entities have accepted the invitation to serve as consulting parties. The table also indicates which entities have accepted the invitation to be a Signatory or Concurring Party to the PA. Appendices F – N identify potential consulting parties to participate in Section 106 consultation for Tier 2 projects located in each state and the District of Columbia.

	List of Tribes or Agencies	Status of invitation acceptance
Tribes: Initiated Consultation June 2012 Invited to be a Consulting Party October 2014 Invited to be a Concurring Party to the PA 2014-2016	Mashantucket (Western) Pequot Tribal Nation	Concurring Party to the PA
	Mashpee Wampanoag Tribe	Consulting Party
	The Mohegan Tribe	Concurring Party to the PA
	Narragansett Indian Tribe of Rhode Island	Consulting Party
	Shinnecock Indian Nation	
	Stockbridge-Munsee Community Band of Mohicans	Concurring Party to the PA
	Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts	
	Delaware Tribe of Indians	Consulting Party
	Absentee-Shawnee Tribe of Oklahoma	
	Delaware Nation	
	Shawnee Tribe	
Tribes: Initiated Consultation June 2012 Invited to be a Consulting Party October 2014	Cayuga Nation of New York	
	Eastern Shawnee Tribe of Oklahoma	
	Oneida Nation of New York	
	Oneida Tribe of Indians of Wisconsin	
	Onodaga Nation of New York	
	Seneca Nation of New York	
	Seneca-Cayuga Tribe of Oklahoma	
	Saint Regis Mohawk Tribe	
	Towanda Band of Seneca Indians of New York	
	Tuscarora Nation of New York	
SHPOs: Initiated Consultation June 2012 Invited to be a Consulting Party October 2014 Invited to be a Signatory to the PA December 2014	District of Columbia Historic Preservation Office	
	Maryland Historical Trust	Signatory to the PA
	Delaware Division of Historical & Cultural Affairs	Signatory to the PA
	Pennsylvania Historical and Museum Commission	Signatory to the PA
	New Jersey Department of Environmental Protection Historic Preservation	Signatory to the PA
	NYS Office of Parks, Recreation & Historic Preservation	Signatory to the PA
	Connecticut Department of Economic and Community Development - Historic Preservation and Museum Division	
	Rhode Island Historical Preservation and Heritage Commission	Signatory to the PA
	Massachusetts Historical Commission	Signatory to the PA

	List of Tribes or Agencies	Status of invitation acceptance
Other Corridor-Wide Agencies: Invited to be a Concurring Party to the PA March 2015	National Conference of State Historic Preservation Officers	Concurring Party
Other State and Local Agencies: Invited to be a Consulting Party October 2014 – May 2016	District Department of Transportation	Consulting Party
	District of Columbia Historic Preservation Review Board	
	Maryland Department of Transportation	
	Baltimore City Commission for Historical and Architectural Preservation	
	Delaware Department of Transportation (DELDOT)	Consulting Party
	New Castle County Historic Review Board	
	City of Wilmington Design Review and Preservation Commission	
	Pennsylvania Department of Transportation (PennDOT)	
	The Philadelphia Historical Commission	
	New Jersey Department of Transportation (NJDOT)	
	NJ TRANSIT	Consulting Party
	Newark (New Jersey) Landmarks & Historic Preservation Commission	
	City of New Brunswick Historical Association	Declined invitation
	New York City Landmarks Preservation Commission	Concurring Party to the PA
	NYS Department of Transportation	
	Connecticut Department of Transportation	Consulting Party
	The Connecticut Trust For Historic Preservation	Consulting Party
	Rhode Island Department of Transportation	Consulting Party
	Princeton Historic Preservation Commission	
	Providence Historic District Commission	
	Massachusetts Department of Environmental Protection	
	Massachusetts Department of Transportation	
	Boston Landmarks Commission	**Consulting Party**
Intercity, Commuter, and Freight Rail Operators Invited to be a Consulting Party August 2015	AMTRAK	Consulting Party
	MDOT – Maryland Transit Administration (for MARC service)	Consulting Party
	Southeastern Pennsylvania Transportation Authority	
	Metropolitan Transportation Authority	
	Long Island Rail Road	
	Metro-North Railroad	Consulting Party
	Massachusetts Bay Transportation Authority	
	CSX Transportation	Consulting Party
	Norfolk Southern Corporation	Declined invitation
	Consolidated Rail Corporation	Declined invitation
	Providence & Worcester Railroad Company	

	List of Tribes or Agencies	Status of invitation acceptance
Nonprofit Organizations Invited to be a Consulting Party September 2015	National Trust for Historic Preservation (and state partners)	

Source: NEC FUTURE team, 2015
Note: Blank cells indicate that no formal response has been received.

Appendix K: Section 106 Consultation for Tier 2 Undertakings in New Jersey

The Federal agency shall comply with the stipulations in this appendix when carrying out Section 106 consultation with the New Jersey State Historic Preservation Office (NJSHPO), for a Tier 2 undertaking in the State of New Jersey.

I. Project Initiation

The Federal agency shall initiate NJSHPO review by submitting necessary documentation, specifics of which should be confirmed with the NJSHPO prior to the time of submission.

Data Sources

The Federal agency shall use the following data sources, as applicable, as part of the Section 106 consultation process for a Tier 2 undertaking, except as otherwise determined by the Federal agency in consultation with the NJSHPO:

Property Type	Source	Description
Historic Properties	Index of National and State Registers of Historic Places listed and eligible resources available online at *http://www.nj.gov/dep/hpo/1identify/nrsr_lists.htm*	Resources are indexed by county and municipality. Hard copies of files are available at the NJSHPO and available for inspection by appointment.
Historic Properties	Historic properties surveys and additional data on file at the NJSHPO in Trenton	Surveys are indexed by county and municipality. Materials are in hard copy and must be requested in person.
Historic Properties	NJDEP's Geo Web public GIS viewer: *http://www.nj.gov/dep/gis/geowebsplash.htm*	Contains all known above-ground historic properties (archaeological properties are restricted).
Archaeological Resources	Archaeological site files available at the New Jersey State Museum in Trenton	Hard copy files may be viewed in person at the New Jersey State Museum.
Archaeological Resources	Archaeological surveys on file at NJSHPO in Trenton	Surveys are indexed by county and municipality. Materials are in hard copy and must be requested in person.

NJSHPO personnel may advise of additional data sources to be reviewed as part of the research process, including outreach and consultation with Local Historical Commissions, Historic Preservation Commissions, Certified Local Governments, and with local groups and individuals who may possess knowledge or specialized information on cultural resources within project areas.

II. Inviting Consulting Parties

The Federal agency shall consult with the NJSHPO to identify potential consulting parties, which may include the following organizations, to participate in Section 106 consultation for all Tier 2 projects located in New Jersey:

- The Port Authority of New York and New Jersey
- NJ TRANSIT
- New Jersey Department of Transportation (NJDOT)

The Federal agency shall consult with the NJSHPO to identify potential consulting parties, which may include the following organizations, to participate in Section 106 consultation for Tier 2 projects when applicable, taking into account the location and anticipated impacts of the project:

- AMTRAK
- Bergen County Historical Society
- Burlington County Historical Society
- City of Newark
- City of Newark Office of the Mayor
- City of Trenton Division of Planning
- City of Trenton Office of the Mayor
- Consolidated Rail Corporation
- CSX Transportation
- Historical Society of Princeton
- Hudson County Division of Planning
- Mercer County Cultural and Heritage Commission
- Mercer County Planning Division Transportation Development District
- Middlesex County Cultural and Heritage Commission
- Newark Landmarks &Historic Preservation Commission
- City of New Brunswick Historical Association
- New Jersey Essex County Department of Public Works
- New Jersey State Museum Archaeology and Ethnography
- New Jersey Turnpike Authority
- Norfolk Southern Corporation
- Passaic County Historical Society
- Pennsylvania Railroad Technical & Historical Society
- Princeton Historic Preservation Commission
- Princeton Planning Board
- Princeton Office of the Mayor
- Providence & Worcester Railroad Company
- Somerset County Historical Society of New Jersey
- South Brunswick Historic Preservation Commission
- The New Jersey Historical Society
- The Newark Preservation & Landmarks Committee (NPLC)
- Trenton Landmarks Commission for Historic Preservation

- United Railroad Historical Society of New Jersey, Inc. (URHS)
- Archaeological Society of New Jersey
- New Jersey Historical Commission

The Federal agency shall invite the following federally-recognized Indian tribes to participate in Section 106 consultation for those Tier 2 projects when applicable, taking into account the location and anticipated impacts of the project:

- Absentee-Shawnee Tribe of Oklahoma
- Delaware Nation
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Shawnee Tribe
- Stockbridge-Munsee Community Band of Mohicans

The Federal agency also shall request updated consulting parties information from the NJSHPO at the onset of future Tier 2 projects, so as to ensure that the most up-to-date consulting parties and their contacts are included in the consultation process. If the updated list varies from the list provided in this Appendix, the Federal agency shall follow the updated list.

III. Defining the Area of Potential Effects

The Federal agency shall ensure that the area of potential effects (APE) for any Tier 2 project will be defined and provided in consultation with the NJSHPO.

IV. Identifying and Evaluating Historic Properties

The Federal agency shall consult with the NJSHPO and the New Jersey State Museum to confirm the most up to date forms and other resources necessary to identify and evaluate historic properties and archaeological resources.

V. Documentation Requirements

The Federal agency shall consult with the NJSHPO to confirm the most up to date guidelines and requirements necessary to submit documents to the NJSHPO for a Tier 2 undertaking in the State of New Jersey. These guidelines may include:

- Guidelines for Phase I Archaeological Investigations: Identification of Archaeological Resources (NJSHPO 1996).
- Guidelines for Preparing Cultural Resources Management Archaeological Reports Submitted to the Historic Preservation Office (NJSHPO 2000).
- Guidelines for Architectural Survey (NJSHPO 1999).

VI. Document Review Process

The Federal agency shall comply with the following requirements when submitting documents to the NJSHPO for review:

- The Federal agency shall send final reports to the NJSHPO for review in hard copy as well as one digital copy (PDF format).
- The NJSHPO shall review and comment on all adequately documented project submittals within 30 calendar days of receipt.

VII. Public Involvement

The Federal agency shall ensure that the Section 106 consultation process includes opportunities for involvement by the public, as appropriate, in accordance with 36 C.F.R. 800.2(d). The federal agency may provide such opportunities as part public involvement efforts carried out as part of the environmental review process under the National Environmental Policy Act.

The Federal agency also shall consult with the NJSHPO regarding the process to be used for involving the public in Section 106 consultation.

VIII. Standard Treatments

The Federal agency may resolve adverse effects by adopting any of the Standard Treatments provided in Appendix C of this PA, or any additional treatments identified in consultation with the NJSHPO.

IX. Curation

The Federal agency shall comply with any specific requirements identified in consultation with the NJSHPO with regard to curation, including requirements in 36 C.F.R. Part 79.

X. Confidentiality and Data Sharing

The Federal agency shall consult with the NJSHPO, as necessary, to update any information about confidentiality and data sharing of Tier 2 project information.

XI. Amendments

This Appendix may be amended by written agreement of the signatories of this Appendix, without the need for concurrence of other signatories of the PA for the NEC FUTURE Investment Program.

SIGNATORY PARTIES

Federal Railroad Administration

By: _____ Date: _____
Paul Nissenbaum
Associate Administrator for Railroad Policy and Development

Advisory Council on Historic Preservation

By: _____ Date: _____

_____, _____
Name (printed) Title (printed)

Federal Transit Administration

By: _____ Date: _____
Mary Beth Mello
Region 1 Administrator*

*On behalf of FTA Regions 1, 2 and 3

New Jersey State Historic Preservation Officer

By: Katherine J. Marcopul Date: 7/20/2016
Katherine J. Marcopul
Deputy State Historic Preservation Officer

State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

(401) 783-3370
Fax (401) 783-2069

January 24, 2017

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 Final Environmental Impact Statement

Dear Ms. Reyes-Alicea,

The Rhode Island Coastal Resources Management Council (CRMC) is in receipt of your letter dated December 16, 2016 informing the CRMC about the above referenced project. My staff and I have preliminarily reviewed the Tier 1 Final Environmental Impact Statement, as available from the website www.necfuture.com. The existing Northeast Corridor (NEC) rail line traverses through the Rhode Island coastal communities of Westerly, Charlestown, South Kingstown, North Kingstown, East Greenwich, Warwick, Cranston, Providence, and Pawtucket. The preferred alternative identifies new proposed rail segments in Westerly and Charlestown that would likely have significant environmental impacts to freshwater wetlands and water resources in these two communities should the new segments eventually be constructed.

Please be advised that the CRMC has federal consistency review authority in this matter pursuant to the Coastal Zone Management Act (CZMA) (16 USC §§ 1451-1464) and the CZMA implementing regulations at 15 CFR Part 930 Subpart C - Consistency for Federal Agency Activities. Prior to any future action by the Federal Railroad Administration (FRA) to construct any new NEC FUTURE segments within these coastal communities, the FRA should conduct a review as to whether any actions in Rhode Island would result in reasonably foreseeable coastal effects, and if so whether the proposed federal actions are consistent to the maximum extent practicable with the enforceable policies and standards of the Coastal Resources Management Program.

Should you have any questions regarding this determination, please contact me at 401-783-3370. Thank you.

Sincerely,

Grover J. Fugate, Executive Director
Coastal Resources Management Council

/lat
cc: Jeffrey Willis, CRMC Deputy Director
James Boyd, CRMC Coastal Policy Analyst
Anthony Desisto, CRMC Legal Counsel

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
COASTAL RESOURCES MANAGEMENT COUNCIL
Oliver H. Stedman Government Center
4808 Tower Hill Road
Wakefield, R.I. 02879 - 1900

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Rebecca Reyes-Alicea
NEC FUTURE Program Mgr
US Dept of Transportation
Federal Railroad Admin
One Bowling Green, Ste 429
New York, NY 10004

10004-145204

EDISON PROPERTIES

HIPPODROME NYC WORKSPACE OFFICES manhattan mini storage ReadySet! LUDLOW

January 25, 2017

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

Re: Comments on NEC Future Tier 1 Final Environmental Impact Statement

To Whom It May Concern:

In February, 2016, we wrote to NEC Future, U.S.DOT Federal Railroad Administration, strongly supporting the Action Alternatives included in the NEC Future Tier 1 Draft Environmental Impact Statement (DEIS) that proposed to designate the Frank R. Lautenberg Station at Secaucus Junction as a Hub Station on the Northeast Corridor. As expressed in my letter, we believe that an Amtrak stop at Secaucus Junction would make intercity rail service more accessible for hundreds of thousands of New Jersey and New York residents and stimulate economic development investment in the Meadowlands region.

We are thrilled to see that the Preferred Alternative identified in the Tier 1 Final Environmental Impact Statement (EIS) does, in fact, include the designation of Secaucus as a Hub Station. This signifies that, although the intercity service is limited to Intercity-Corridor service (as opposed to the Major Hub stations where Intercity-Express service is provided), Secaucus riders will now have the benefit of intercity service in addition to the rich regional rail service they currently enjoy.

The Final EIS identifies physical improvements to the Secaucus station necessary to accommodate the projected 2040 service levels. Specifically, additional platforms and station tracks connected to the new Hudson River tunnels. We understand the complexity and timing of the Hudson Tunnel Project and would not expect to see the full complement of Amtrak service until such time as that project is fully implemented. And, we understand the complex scheduling challenges associated with coordinating Amtrak service to Secaucus Junction with the existing NJ TRANSIT schedules. We believe, however, that some level of Amtrak service could be provided almost immediately. Scheduling issues aside, the existing station infrastructure can accommodate Amtrak trains, as evidenced by the fact that certain Amtrak trains served Secaucus Junction during the Super Bowl.

Therefore, we urge NEC Future, in conjunction with Amtrak, to examine the near-term feasibility of introducing intercity rail service to Secaucus Junction now, rather than at some unspecified future time.

Sincerely,

Jerome Gottesman
Chairman

Cc: Stephen Gardner - Executive Vice President , Infrastructure and Investment Development - Amtrak
Steven H. Santoro - Executive Director, New Jersey Transit Corporation

Manhattan Mini Storage | 6th Avenue of the Americas Hippodrome | The Ludlow | Edison Park Fast | WS Workspace | Executive Suites at the Hippodrome
100 Washington Street • Newark, NJ • 07102

F-1057 Gottesman_Jerome

Not Amtrak.

NEC Future
U.S. DOT Federal Railroad Adminisration
One Bowling Green, Suite 429
New York, NY 1004

31.

NEC Future

U.S.DOT Federal Railroad Administration

One Bowling Green, Suite 429

New York, NY 10004

Feb 3, 2017

Dear Sir or Madam:

On November 15, 2015, The Federal Railroad Administration (FRA) presented Connecticut with a once-in-a-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA. The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to pre-emptively select an alternative and move too quickly toward a final Record of Decision. Due diligence and effective public engagement must precede the agency's decision making.

For Southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and until adequate time and opportunity is provided to Receive and evaluate public comment.

Sincerely,

A. Julia Griswold

Old Lyme, CT

A Julia Griswold
[redacted]
Old Lyme CT 06371

F-1058 Griswold_Julia

PM

FOREVER USA

U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN. SUITE 429
NY NY 10004

10004$1452 C014

CITY OF NEW HAVEN

TONI N. HARP, MAYOR

165 Church Street
New Haven, Connecticut 06510
T: 203.946.8200 F: 203.946.7683
www.CityofNewHaven.com

SETTLED 1638

All-America City
SINCE 1958

January 30, 2017

Rebecca Reyes-Alicea
NEC Future Program Manager
Northeast Corridor Joint Program Advisor
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: NEC Future Tier 1 Final Environmental Impact Statement
Copy via email: info@necfuture.com

Dear Ms. Reyes-Alicea:

On behalf of the City of New Haven, thank you for the opportunity to comment on the FRA's Tier 1 Final Environmental Impact Statement for NEC Future.

As noted in prior meetings and in our official testimony of February 15, 2016, the City has expressed grave concerns about potential alignments that would skip around the innovation centers of Stamford, Bridgeport and New Haven. With the Tier 1 Final EIS, we believe the FRA has put forward a preferred alternative for the future development of the Northeast Corridor in a manner that improves the passenger experience and supports the knowledge economy within these important regional centers.

In selecting the preferred alternative, the FRA needed to balance a number of economic, environmental and technical considerations. From an environmental justice perspective, it is therefore important to recognize the potential impacts of the preferred alignment on southeastern Connecticut and southern Rhode Island. We encourage you to move forward to a Record of Decision acknowledging these challenges and making firm commitments to work with the affected communities and to mitigate environmental impacts, as occurred with the electrification of the existing Northeast Corridor in Connecticut. As you may recall, through responsible and careful planning and attention to community concerns, the electrification work was accomplished and the project has gone on to support successful economic development throughout southern New England over many years.

In closing, let me again express our support for the preferred alternative and encourage you move forward to the next phase of technical analysis and, ultimately, with future improvements to the Northeast Corridor.

Thank you for your time and attention to this matter.

Very truly yours,

Toni N. Harp
Mayor

Enclosure: Official Testimony, February 15, 2016

CITY OF NEW HAVEN
TONI N. HARP, MAYOR

PREPARED TESTIMONY OF THE CITY OF NEW HAVEN

RE: NEC Future Tier 1 Draft Environmental Impact Statement, Federal Railroad Administration

February 15, 2016

I. Summary

The City of New Haven ("City") respectfully offers this official testimony concerning the above-referenced draft Tier 1 environmental impact statement ("DEIS") for NEC Future. The City appreciates the work of the Federal Railroad Administration ("FRA"), its consulting partners and the many stakeholders who have developed the alternative scenarios for short-term and long-term investments along the Northeast Corridor.

The DEIS looks broadly over the entire Northeast Corridor system. While no single alternative truly captures the essence of New Haven's core objectives, namely dramatically improved commuter travel time to New York City together with improved travel time and more frequent service to Washington and Boston, the DEIS does advance a technical and analytical framework to make important decisions concerning the future of the Northeast Corridor.

Following careful review of the analytics for cost-to-passenger benefit, environmental impact and other factors, the City makes the following recommendations: (1) travel time and service frequency should be improved dramatically between New Haven to New York City along the existing Coastal

Route[1], upgraded beyond traditional state-of-good-repair investments to transform operating performance; (2) travel time and service frequency to and from Washington and Boston should be improved along on the Coastal Route, the Hartford-Springfield route and, if feasible, a Long Island tunnel, even though these alignments may not achieve the very highest operating speeds; and (3) the Central Connecticut alignment should no longer be considered and should not advance to the Tier 2 stage.

These recommendations are consistent with the City's forward thinking vision for sustainable development and, more importantly, are consistent with the interests of the United States by supporting economic growth, environmental protection and sustainable communities throughout the Northeast.

II. Context

The City of New Haven, City of New London, City of Norwalk, City of Bridgeport and City of Stamford ("the Cities") filed a joint letter dated October 19, 2012 to the FRA concerning NEC Future. At the time, the Cities offered that economic development should be a primary assessment factor; that the existing shoreline route should be a fully assessed alternative; that state of good repair should be a component of Phase 1 investments; and that operations and governance reform may be a mechanism to increase capacity and utility of the shoreline route. The DEIS does in fact consider all of these factors; however, the City offers the following points-of-emphasis in further support our three recommendations:

(a) Economic Growth. The City is the socio-economic center of south central Connecticut and among the fastest growing cities in New England in terms of both population and economic significance. For the first time since 1991, there are over 80,000 jobs in the City, making up approximately a quarter of the jobs in the New Haven MSA. Economic drivers in higher education, the life sciences, advanced manufacturing, IT, and supporting service industries are catalyzing new job growth. The knowledge-based economy, furthermore, is concentrating in the City and elevating our profile nationally and globally. In New Haven, Yale-New Haven Health System (YNHHS) and Yale University are also national leaders in their respective sectors.

YNHHS is the 4th largest hospital in the country, with 1,541 beds and 12,100 employees, making it the second largest employer in the region. YNHHS is widely considered one of the best hospitals in the United States, and is nationally ranked in 8 of 18 specialties by *U.S. News & World Report.* In

[1] The "Coastal Route" refers to the existing Northeast Corridor along the shoreline of Long Island Sound between New York and New Haven, CT.

2014, YNHHS had 78,529 inpatient discharges and 1.2 million outpatient encounters. In 2008, YNHHS opened its renowned Smilow Cancer Hospital in 2008 and is one of only 45 comprehensive cancer centers in the United States, as recognized by the National Cancer Institute.

Yale University, with 14,000 employees and over 12,000 enrolled students, is a global leader in higher education. Yale recently opened its new School of Management building, adding 200 students. In addition, Yale is building two new residential colleges, which will cost $600 million to construct and add 800 additional students, faculty and staff. New Haven's universities also provide a platform from which the City can compete in the global arena. For example, Yale has $360 million in federal R&D obligations, which ranks 14th nationwide, and its Cooperative Research Technology Transfer program has been instrumental in attracting new biotechnology companies to the region. Additionally, Yale has produced some 40 new start-up companies in Greater New Haven. These companies have attracted over $3.6 billion in private capital.[2]

The Yale School of Medicine ranks in the top 20 for NIH funding, placing New Haven in class with Nashville, Raleigh-Durham and other mid-sized cities with advanced technology centers. With the Yale School of Medicine driving growth, greater New Haven is now the 2nd largest biotech cluster in all of New England. This year, Alexion Pharmaceuticals relocated and expanded to the newly-constructed 500,000 s.f. med/lab office building at 100 College Street in the heart of the medical district. This is the first development at Downtown Crossing, the City's long-term USDOT TIGER-supported transformation of the Route 34 corridor from an expressway that separates neighborhoods to traditional urban street blocks that connect neighborhoods. The second development, at the 4.5-acre Coliseum site, will result in 1,400 additional jobs at a new 1.1 million s.f. mixed use, transit-oriented community, also within close proximity to Union Station.

Alexion's relocation to New Haven offers important lessons to the future economy as concentrated job growth fuels demand for new housing and for transit services. There are over 2,000 residential units in the City's development pipeline. The most recent project to open (with 160 units) is located just one block away from Alexion's new home. Moreover, housing demand is moving beyond the traditional Downtown district and into the surrounding neighborhoods of Wooster Square and the Hill, both within walking distance of Union Station.

The increase in residential density and the aggressive push to create jobs is entirely consistent with the goals and objectives of the HUD-DOT-EPA Interagency Partnership for Sustainable Communities ("the Partnership"). The City is honored to collaborate with the Partnership as we

share a common vision for affordable housing and transportation while preserving the environment. Our Hill-to-Downtown Community Plan was formulated with federal and state sustainability grants. The plan calls for the dramatic transformation of the area around Union Station, which is now characterized by deteriorating housing and surface parking lots. The plan is now being implemented and, at full build, will result in over 1,400 housing units, up to 1.0 million s.f. of commercial space and 2,500 new jobs.

The City requests that both Downtown Crossing and the Hill to Downtown Plan are added to Table 7.20-5 of the DEIS and are fully-considered in the context of the City's recommendations.

In no uncertain terms, New Haven is growing in a forward-thinking manner that focuses on all aspects of the Partnership's vision – housing, the environment and transportation. This growth is concentrated in close proximity to employment centers and is not dispersing throughout the region. The DEIS Central Connecticut alignment, if it were to move forward, would have a deleterious effect on our responsible growth trajectory and damage our shared-vision with the Partnership for a more sustainable future.

(b) Coastal Route. The City, as with many other stakeholders along the existing Northeast Corridor in Connecticut, is concerned that the DEIS does not fully support the transformation of this Coastal Route with higher-speed, higher-capacity passenger rail services. Based on analytics presented in the DEIS and on further work by the Regional Plan Association, one-hour service to and from New Haven and New York should be our goal and should be advanced to the Tier 2 level. New Haven is part of the Greater New York Combined Statistical Area (24 million residents), indicating the super-regional nature of greater New York and its influence on local economic conditions. In 2015, the MTA Metro-North New Haven Line set a new record with 40.3 million passengers over the course of the year.

From an inter-city perspective, New Haven also is the historic center of Amtrak service in Connecticut. Following electrification of the line easterly to Boston and following recent years of economic growth, Amtrak service has grown significantly. With over 700,000 annual passengers, New Haven is now a Top 10 station for the entire Amtrak system.

There remains, however, a significant unmet market demand to and from Washington, DC. According to analyses prepared for Tweed-New Haven Airport, only 56% of passengers take

[2] Statistics collected and reported as part of the City's Official Statement, 2015

Amtrak out of New Haven to reach the Washington/Baltimore market.[3] Instead, passengers are forced to use airports inconveniently located in other cities as Tweed does not serve to Washington, DC. The final EIS can set forth a pathway for achieving enhanced service to New York City and Washington, which is to say that we must go beyond the "No Build" state-of-good-repair projects and instead fully explore solutions to choke points along the NEC, particularly in Connecticut where the basics alignment is already in place, and where the cost-effective application of capital will have the greatest beneficial impact on current and (as a result of the capital investment) induced users of the NEC.

The City further supports the State of Connecticut in its efforts to develop the Hartford-Springfield Line, which will open up a high-speed connection to Hartford on an existing rail corridor. The City likewise supports efforts to further extend this line to Boston through Springfield. This historic inland alignment is a more appropriate alternative than the new Central Connecticut route, which has far more significant environmental impacts in our state.

(c) Operations and Governance. Representatives from New Haven attended NEC Future events in Rocky Hill, Boston, Mineola, Hartford, New Haven, and Washington DC as part of this process. We likewise met with leadership teams from MTA Metro-North and Amtrak during this same time frame. Following these consultations, the City fully appreciates the challenges associated with operations and governance of the Coastal Route. Requests for enhanced service (let alone improved travel speed) are complex and daunting undertakings with no clear starting point.

The City strongly believes that the FRA and NEC Commission must provide national-level leadership and establish a collaborative problem-solving approach in order to achieve the desired outcomes, specifically the coordination of capital investments and service plans leading to 60+ minute service between New Haven and New York City, together with allocation of track for more frequent high speed intercity service to Boston and Washington.

III. Cost to Benefit

From a cost-benefit perspective, the DEIS indicates that the Alternative 3, Central Connecticut alignment will cost approximately $300 billion for initial construction. This is a staggering investment, particularly when considered against more cost-effective opportunities. There is an existing platform of current and planned investments that should be shared with the future high-speed service(s) contemplated in the DEIS.

[3] Tweed New Haven Airport, 2015.

The State of Connecticut is investing $1.4 billion on the New Haven Rail Yard Facilities Improvement Program, which is transforming the Rail Yard into a fully functional facility supporting rail transit service well into the twenty-first century. Already, the Rail Yard has been expanded to 74 acres to meet the needs of Metro-North, Amtrak and future services. Amtrak has made major investments in the Rail Yard and in commercial space in New Haven that would need to be replicated somewhere else in the NEC system, if the City did not remain the central hub in the system. For example, Amtrak handles routine maintenance and equipment repair in the Rail Yard. The facility also provides an opportunity for "running repairs" to quickly address minor issues on trains that are in-service without having to take the train out of service and disrupt the journeys of hundreds of passengers. The City, therefore, encourages the FRA to look not only at capital and operating costs, but also the potential for cost avoidance through more efficient use of existing systems.

Likewise, it is important to recognize and support the dramatic changes coming with the Hartford-Springfield Line. This is a high-speed service bolstered by a state/federal investment of $643 million to provide direct connections at Union Station in New Haven. Connecticut has identified this and other key projects in Let's Go CT!, a 30-year investment plan that needs to be advanced to Tier 2.

The annual operating and maintenance cost analysis does not support the Central Connecticut route. With estimated annual operating costs of $2.2 billion, the analysis presents aggressive revenue projections in order to estimate an operating profit of $445 million. On a cost per passenger mile basis, this investment is equally troubling as the margins are simply too narrow to be used as a basis for a $300 billion capital investment. Our focus in Tier 2 should again return to the Coastal Route and Hartford-Springfield line. With time-tested service models, the financial forecast can be measured against historical trends and economic growth. Moreover, an Obama Administration report validates the prudence and economic benefits of investment in the existing infrastructure:

> *"One important finding from the economic literature on the economic impact of infrastructure investments is that, in countries like the U.S. where a relatively well-developed transportation network already exists, the highest return investments will*

often arise from the maintenance of existing infrastructure, rather than from investments in new infrastructure."[4]

IV. Environmental Impact

We call your attention to the significant environmental impacts associated with the Alternative 3 route through Central Connecticut, which is anticipated to affect over 42,000 acres of developed land and another 30,000 acres of undeveloped land.[5] Such a pronounced change in development in largely rural portions of Connecticut is inconsistent with the State of Connecticut's *Conservation and Development Policies*, which calls for the State to "conserve and restore the natural environment, cultural and historical resources and traditional rural lands."

While the report strives to estimate changes in land use patterns, the City calls more specific attention to the adverse impacts associated with urban sprawl. Not all growth leads to beneficial social and economic outcomes. The highly-regarded Victoria Transport Policy has looked at this issue specifically in relationship to transportation investments:

"This analysis indicates that sprawl imposes more than $400 billion in external costs and $625 billion in internal costs annually in the U.S., indicating that smart growth policies which encourage more efficient development can provide large economic, social and environmental benefits."[6]

In this context, we trust the FRA will more fully understand New Haven's concerns about the Central Connecticut alignment. The City is working extremely hard to re-build the density lost during urban renewal and the suburbanization of the last century. Connecticut now places a high emphasis on its existing urban centers, with focused reinvestment in center cities, inner ring suburbs and transit-rich environments.

One of the "new markets" presented is the University of Connecticut, our flagship university. UConn is located in a rural portion of our State, characterized by low-density and low-impact development. Public utilities (particularly natural gas and sanitary sewer) are limited. A sprawl-inducing high-speed rail line is not in keeping with the rural landscape and character of northeast

[4] The White House, "Recent Examples of the Economic Benefits from Investing in Infrastructure," November 2011, page 15.
[5] DEIS Page 7.2-5.
[6] Litman, Todd, "Analysis of Public Policies that Unintentionally Encourage and Subsidize Urban Sprawl," Victoria Transport Policy Institute and LSE Cities, March 2015,

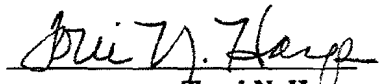
Connecticut. Rather than encouraging urban sprawl, Tier 2 should advance Connecticut's policy objectives and avoid the unintended consequences of urban sprawl.

V. Closing

Thank you for your consideration of the City's comments on the DEIS. We again urge your support for Connecticut's center cities by focusing your recommendations on the existing Coastal Route and the Hartford-Springfield line. New Haven, and the other cities on these existing routes, need higher-speed, higher-frequency service in order to support economic development efforts and access to jobs. In no uncertain terms, the bypass alignments will have adverse effects on our community; do not support the knowledge-based and innovative economies of southern Connecticut and do not merit further consideration by the FRA.

Respectfully submitted,

CITY OF NEW HAVEN



Toni N. Harp
Mayor
City of New Haven
165 Church Street
New Haven, CT 06510
(203) 946-8200

OFFICE OF THE MAYOR
165 CHURCH STREET
NEW HAVEN, CONNECTICUT 06510

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MS. REBECCA REYES-ALICEA
NEC FUTURE PROGRAM MANAG.
NORTHEAST CORRIDOR JOINT
PROGRAM ADVISOR
FEDERAL RAILROAD ADMIN.
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY

LZW-SSB 10004

January 28, 2017

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,

Francois B. Haymann
[redacted]
Old Lyme, CT 06371

F-1060 Haymann_Francois

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

10004-145204

January 28, 2017

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

Dear Sir or Madam:

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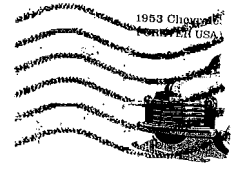
Sincerely,

Mary Dunn Haymann, PhD
[redacted]
Old Lyme, CT 06371

HARTFORD CT 061

28 JAN 2017 PM 1 L



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

10004-145204

Richard & Mary Heines, Jr.

[redacted]

Charlestown, R.I. 02813

Jan. 5, 2017

Mary and I are adamantly opposed to the FRA proposal for the Burdickville to Kenyon rail proposal and want this stopped with no alternative plan.

This is the absolute worst economics of a business plan we have ever seen. No private business could survive with this kind of ignorance. This plan would be a flagrant waste of taxpayer money at a time when our country is so far in debt and the return will never be realized. It could no doubt be well over $200 billion by the time of completion. To destroy people's homes and properties and wetlands for the sake of saving a few minutes commute time is preposterous.

Any one in favor of this ridiculous plan obviously has no land involved. It's ironic: people working hard, probably at more than one job, to pay the mortgage on their homes at the same time their Federal tax dollars are going into a fund to destroy these very homes.

Richard & Mary Heines, Jr.

Richard Heines Jr.

Mary Heines

Richard Heines Jr.
[redacted]
Charlestown, R.I. 02813

PROVIDENCE RI 029
25 JAN 2017 PM 1 T

NEC FUTURE
U.S. DOT, F.R.A.
1 BOWLING GREEN, SUITE 429
NEW YORK, N.Y. 10004

10004$1452

F-1062 Heines_RM

F-1063 Holbertson_Dale South Kingston RI

Town of South Kingstown, Rhode Island

TOWN CLERK'S OFFICE

180 High Street
Wakefield, RI 02879
Tel. 401-789-9331

January 25, 2017

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

Dear Ms. Reyes-Alicea:

At their meeting held on Monday evening, the South Kingstown Town Council voted to support the Town of Charlestown in its opposition to the Federal Railroad Administration's proposed change to the railroad alignment within the Town of Charlestown, Rhode Island borders. It is our hope that your agency will extend the comment period from January 30, 2017 to April 1, 2017 to allow the Town of Charlestown to prepare a detailed response to the content of the Tier 1 Final EIS.

The Town of Charlestown was informed of the impact on the community and the scope of the project on December 18, 2016. To limit the comment period to January 30, 2017 does not give the Town adequate time to prepare a response to a project that proposes to destroy dozens of homes, ruin historic mill villages, traverse land owned by the Narragansett Indian Tribe, cross or pass through public and privately owned properties protected in perpetuity to safeguard the cultural, historic, natural, scenic, agricultural and ecological value of the parcels.

We would implore you and your agency to extend the comment period to April 17, 2017 to allow sufficient time for the Town of Charlestown to prepare a response to a proposed project with many significant negatives for its community. Thank you for your consideration.

Very truly yours,

Dale S. Holberton, CMC
Town Clerk

Cc: Town Manager
Town of Charlestown

Town of South Kingstown, Rhode Island

TOWN CLERK'S OFFICE

180 High Street
Wakefield, RI 02879
Tel. 401-789-9331

At a REGULAR SESSION of the Town Council of the Town of South Kingstown, County of Washington, in the State of Rhode Island, held at the Town Hall, in and for said Town on the 23rd day of January A.D., 2017 at 7:30 PM.

PRESENT: Margaret M. Healy, President
Abel G. Collins, Vice President
Bryant DaCruz
Liz Gledhill
Joe Viele

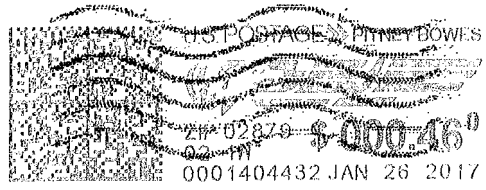
UNANIMOUSLY VOTED: that a resolution adopted by the Charlestown Town Council on January 10, 2017 requesting support in opposition to the Federal Railroad Administration's proposed change to the railroad alignment within the Town of Charlestown borders is received, placed on file, and the Town Council further directs to support the Town of Charlestown in its opposition to the Federal Railroad Administration's proposed change to the railroad alignment in the Town of Charlestown and that letters be sent to the Federal Railroad Administration and the Town of Charlestown notifying them of this vote.

A TRUE COPY

ATTEST: Dale S. Holberton
Dale S. Holberton, Town Clerk

Town of South Kingstown
Town Clerk's Office
180 High Street
Wakefield, RI 02879

PROVIDENCE RI 029
26 JAN 2017 PM 1 T



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

January 31, 2017

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

Dear Ms. Reyes-Alicea:

As a State of Rhode Island and Narragansett Indian Tribal leader and member, I am against the North East Corridor rail route proposed by the Federal Railroad Administration in response to their Tier1 Final Environmental Impact Statement. The impacts in Charlestown are severe for the supposed benefits of the Old Saybrook to Kenyon Bypass. It was outrageous that our first notifications as citizens of an impacted zone were notified for the first time just prior to the holidays with very little time to learn about the impacts and ability to respond. We are thankful that our federal delegation worked to get an extension for response to this proposal.

This project destroys dozens of our neighbors' homes. It will destroy the mill villages of Burdickville, Columbia Heights and Kenyon, all of which have great historic significance and vibrant communities. It fragments historic and active farmlands. It breaks apart the Francis Carter Preserve. It passes through and/or destroys many public and privately owned open space properties protected in perpetuity including but not limited to properties held by the Westerly Land Trust and the Charlestown Land Trust.

This proposed project crosses the Federally Recognized Tribal lands of the Narragansett Indian Tribe of which my family are citizens. The Narragansett continually have to fight to keep the lands of their ancestors. Treaties have been broken, lands have been stolen and we would like to keep what little is left. There was never a meeting to meet with neither the tribal government nor its community to educate about the project and to share its impacts. Tribal members for hunting, fishing, gatherings and other culturally significant activities use the land. The land is important to us and certain locations are sacred to us and we need clarity on the areas in question. As a Narragansett Tribal leader and citizen, I am against this project.

The proposed rail alignment will cross over the Pawcatuck River several times impacting the river and its uses and possibly jeopardizing its nomination by congress as a Wild and Scenic River. It also lies entirely within the land acquisition and habitat management of the recently established US Fish and Wildlife Great Thicket Wildlife Refuge as well as being located within the EPA designated Wood-Pawcatuck Sole Source Aquifer. For environmental protection and impact, I am against this proposed bypass.

The billions in costs, the destruction of homes, villages, preserves, and other wildlife areas are not worth the minutes of gain. Please hear our concerns and support a change to this plan that does not negatively impact our community.

Sincerely,

Elizabeth Johnson
Narragansett Tribal Councilwoman
And Tribal Member

Elizabeth Johnson
[redacted]
Warwick, RI 02888

PROVIDENCE RI 029
03 FEB 2017 PM 3 L

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

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F-1064 Johnson_Elizabeth Narragansett

State of Rhode Island and Providence Plantations

HOUSE OF REPRESENTATIVES

REPRESENTATIVE BRIAN PATRICK KENNEDY *District 38*
Chairman, Committee on Corporations

State of Rhode Island
HOUSE OF REPRESENTATIVES
District # 38
REPRESENTATIVE
BRIAN PATRICK KENNEDY
Dean of the House
Chairman, Committee on Corporations
Co-Chair, Permanent Joint Legislative Committee on Health Care Oversight

Room 328, State House
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Office: (401) 222-6580
Fax: (401) 222-6902
Email: rep-kennedy@rilegislature.gov

P.O. Box 1001
Ashaway, RI 02804-0018
Home: (401) 377-8818
Fax: (401) 377-8923

January 20, 2017

United States Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

To Whom It May Concern:

I am writing today regarding the Federal Railroad Administration's proposal for the realignment of tracks along the Northeast Corridor. Specifically, I am concerned about the proposal that creates an Old Saybrook to Kenyon bypass through Connecticut and Rhode Island. While I support Amtrak rail service and efforts to bring about efficiency in rail travel, I believe this proposal has been drafted with little input from the communities that would be most affected by the project.

The proposed bypass would cross through a sole source aquifer in southwest Rhode Island, through wetlands, Narragansett Indian tribal lands, nature preserves, open space property, family farmlands and private properties of homeowners. The overall effect of this rail project would have a major effect on the Towns of Hopkinton, Westerly, Charlestown and Richmond and would create problems for quality of life, historical preservation and potential environmental impacts for a mere 30-40 minutes in time saved for travel in the northeast corridor.

I do hope that the Federal Railroad Administration will go back to the drawing board and consider holding additional hearings with affected communities to discuss this project. I support rail service in general, but as this project is currently configured, I cannot support the proposal. I hope that you will work with our State to look at alternative proposals that will work and create the efficiencies that you seek without creating the problems that a project of this magnitude will cause for so many people in Rhode Island.

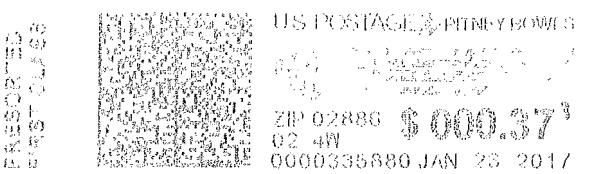
Sincerely,

Brian Patrick Kennedy

Brian Patrick Kennedy
State Representative
District 38
Speaker Pro-Tempore
Dean of the House

THE HONORABLE BRIAN PATRICK KENNEDY

P.O. BOX 1001
ASHAWAY, RHODE ISLAND 02804



United States Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

LAA1SEB 10004

February 1, 2017

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

Ms. Reyes-Alicea:

Supporting the removal of the Bypass doesn't mean Raimondo, Langevin, or we are against improving high speed rail. The acela is already traveling around 100 miles per hour in Charlestown. Keeping the train in its current alignment would save over a billion dollars in Charlestown alone.

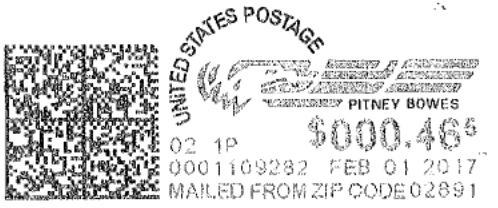
As Connecticut's US Senator Richard Blumenthal pointed out in December, there are a lot of great ideas in the Federal Railroad Administration (FRA) plan. An investment in rail is very welcome and overdue. But the cost of this plan is too high in terms of the environment and damage to historic communities. If only some of the money proposed for the FRA plan were invested in present rail structures, bridges, and rails we could achieve faster and safer rail travel now and not have to wait years for the FRA plan. If we were investing and improving now, we could achieve high-speed rail without the damage to the environment and communities.

For example, there are two road crossings that the train is still making in Stonington, putting citizens lives at risk with only seconds to get out of a stalled car before a train crosses the road. A bridge over the Connecticut River where the train must slow down to 35 miles per hour because of the poor condition of the bridge. These are changes we should be making now. The FRA plan is an unaffordable vision that lacks creativity. If they had a more practical vision we could get investment in rail in the right places and in the right way and we could get it a lot sooner.

Thank you,

Erin Kenyon
Charlestown Resident

Erin Kenyon
[redacted]
Charlestown, RI 02813



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

10004-145204

WESTPORT, CONNECTICUT

JAMES S. MARPE
First Selectman

January 25, 2017

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

Dear Ms. Reyes-Alicea:

Thank you for advising us of the release of the Tier 1 Final Environmental Impact Statement (Tier 1 Final EIS) for NEC FUTURE. As First Selectman of Westport, Connecticut, I have been following this closely, and I was pleased to see the final report. Of course, I support updating and enhancing our rail line system in the Northeast corridor. I also appreciate that the "preferred alternative" continues to include routing through Westport and other towns and cities in lower Fairfield County that view safe and efficient rail transportation as vital to their future. However, the Tier 1 Final EIS raises serious issues that will need to be addressed as this project proceeds.

Specifically, the mapping of the route diverges from the existing railway system in Westport and in other Fairfield County communities. This raises serious environmental issues, including impact on coastal resources. In addition, there will be private property owners who will be substantially impacted by the proposed route. Exercising the authority of eminent domain appears to be under consideration, which will of course cause significant hardship to affected property owners.

Moreover, it appears that the proposed additional tracks (either along an embankment or "aerial structures") will pass through the Saugatuck area of Westport, but not along existing railroad rights-of-way. Westport's Saugatuck area is only now beginning to enjoy a full revitalization more than 50 years after the construction of I-95 split this unique and historic area in half. The NEC plan must avoid a similar disastrous impact and work to maintain and enhance the quality of life in this distinctive neighborhood.

My understanding is that the Federal Railroad Administration (FRA) is currently in a thirty (30) day waiting period after the release of the Tier 1 Final EIS. Please consider this a preliminary response from the Town of Westport. Please also consider these comments before issuance of the next step, the Record of Decision (ROD). Subsequently, my understanding is that states and

municipalities will be involved in the process further and that appropriate environmental and engineering studies will be undertaken. I look forward to the opportunity for the Town of Westport and other Connecticut municipalities to participate in the specifics of this project, where I hope that these and other critical issues will be addressed.

Thank you.

Sincerely,

James S. Marpe, First Selectman
Town of Westport, CT

cc: Hon. Dannel Malloy, Governor
Commissioner James Redeker, CT DOT
Hon. Richard Blumenthal
Hon. Chris Murphy
Hon. Jim Himes
Senator Toni Boucher
Senator Tony Hwang
Representative Gail Lavielle
Representative Jonathan Steinberg

of Westport
man's Office
Hall
Myrtle Avenue
port, CT 06880

WESTPORT CT
01/30/2017

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

LZW-55B 10004

January 28, 2017

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.
The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

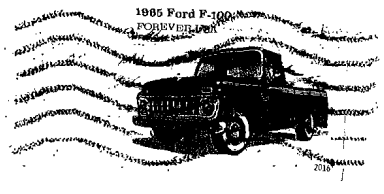
Sincerely from a long time summer resident, in Old Lyme, CT

Laura McCluskey

Laura McCluskey
[redacted]
Wynnewood, PA 19096

HARTFORD CT 061

28 JAN 2017 PM 5 L



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

10004-145204

F-1070 McDaniel_Ron SCCOG
SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS
5 Connecticut Avenue, Norwich, Connecticut 06360
(860) 889-2324/Fax: (860) 889-1222/Email: office@seccog.org

25 January 2017

NEC Future
USDOT, Federal Railroad Administration
One Bowling Green, Suite 429
New York, New York 10004

SUBJECT: NEC Future Tier 1 Final Environmental Impact Statement

The Southeastern Connecticut Council of Governments (SCCOG), serving as the Metropolitan Planning Organization representing 22 cities, towns, and boroughs, wishes to state its opposition to the Preferred Alternative as outlined in the NEC Future Tier 1 Final Environmental Impact Statement (FEIS).

The SCCOG understands and appreciates the purpose and need of the project as stated in the FEIS. 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 FEIS, 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 after publication of the Record of Decision. However, we find the Preferred Alternative to be simply too disruptive to our region and to the areas immediately west and east of southeastern Connecticut.

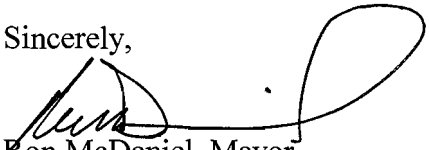
In the Preferred Alternative, a new 50-mile segment would be constructed in eastern Connecticut and into Rhode Island, travelling through our region (Old Saybrook, CT to Kenyon, RI). We are concerned about how this new segment would relate to/disrupt existing land uses in this corridor; its impacts on 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. From the mapping provided, it appears that the new segment will be constructed almost entirely in tunnels or on aerial structures through much of eastern Connecticut. While it is commendable that FRA listened to the hundreds of commenters who expressed concern about the plan for a new track through Old Lyme and points east by depicting much of this new track as being now planned for a tunnel, we question the viability of that happening, and wonder how financially feasible placing this long stretch of the new segment underground really is. If and when this project moves forward, it is conceivable that the significant increase in cost due to tunnels and aerial structures would result in the FRA pursuing more conventional and less costly construction methods.

While the Preferred Alternative's new segment in eastern Connecticut will relocate the main line away from the Connecticut shoreline, which will protect the rail line from sea level rise and coastal storm surge, it will travel through and cause significant degradation and damage to sensitive environmental resources. These include wetlands, watercourses, reservoirs, aquifers, parks, dedicated open spaces, if it is constructed within the proposed inland corridor. In addition, the municipalities through which this new segment would be constructed would now be burdened by the negative impacts of not one, but now two parallel east-west rail lines only a short distance apart. These negative impacts include disruption to undeveloped land and the ability to develop this land, the bisecting of large parcels into two or more parcels, the impact on visual and aesthetic resources, the impact of noise and vibration that this new segment will pose to its surrounding land use, and the electromagnetic fields and electromagnetic interference associated with additional train operations on the new segment.

Although the FEIS states that construction of the Preferred Alternative will result in the existing shoreline route through southeastern Connecticut carrying increased intercity and regional service, we question if this is accurate in this time of diminishing financial resources needed to subsidize operating expenses and to fund maintenance and capital improvements to the existing line. The existing rail line will surely become secondary to the new segment, which will be carrying passengers on the new and improved high-speed rail corridor. Along with the existing rail line becoming a possible afterthought, the existing Union Station in New London, which has served our region for more than 150 years, would no longer be the region's most important transportation hub. Instead, the Preferred Alternative proposes to construct a new New London/Mystic station on the new segment at a location which cannot be specifically determined due to the level of detail in the FEIS. This new station will shift the focus of the region's transportation center, and will remove it from downtown New London where a multi-modal center serving rail, ferry, and bus travelers already exists. It is also noteworthy to mention here the planned location by the United States Coast Guard of their National Coast Guard Museum directly adjacent to Union Station. This location was selected several years ago by the Coast Guard and the design of the museum is now underway. The FEIS is silent on the impact the construction of a new station hub in Mystic would have on this project, which it surely will, in light of the fact that the downtown New London train station would no longer serve high speed rail passengers.

Thank you for the opportunity to comment on this important and ambitious rail improvement plan. We urge you to rethink the need for the new rail segment through southeastern Connecticut, because its negative impacts far outweigh the improved travel times that can be realized due its construction.

Sincerely,



Ron McDaniel, Mayor
Town of Montville
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 comunique se a: 860-889-2324

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COUNCIL OF GOVERNMENTS
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NORWICH, CONNECTICUT 06360

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NEC Future
USDOT, Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

10004$1452 C014

Town of Richmond, Rhode Island

5 Richmond Townhouse Road, Wyoming, RI 02898
(401) 539-9000 x1 Fax: (401) 539-1089
www.richmondri.com

January 24, 2017

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

Dear Ms. Reyes-Alicea:

The Town of Richmond has reviewed the Tier 1 Final Environmental Impact Statement (EIS) released by the Federal Railroad Administration (FRA) for the proposed Rail Investment Plan for the Northeast Corridor (NEC), dated December 2016. The Town of Richmond was made aware of the availability of the Final EIS solely through a newspaper announcement on December 27, 2016. The Town Council submits this letter on behalf of our Town, and requests you to formally accept these comments into the public record for the Final EIS for the proposed NEC project.

The Town Council expresses great concern over this project, with the understanding that (1) the Town of Richmond had not been formally notified of the availability of the prior Draft Tier 1 EIS document for the NEC project, and with an adequate public review period when comments are more appropriately submitted to the federal action agency, in accordance with the National Environmental Policy Act (NEPA, 42 USC 4332 et seq.); and (2) the proposed project, and in particular, the "Old Saybrook-Kenyon bypass" would result in substantial environmental and socio-economic impacts to our town and its residents. Further, the Town is of the opinion that we were not provided adequate notice and upfront information regarding the initial scoping meetings, the closest that occurred in Providence, Rhode Island on August 22, 2012; and what potential ramifications that would result from not being aware of or participating in the August 2012 scoping meeting (the meeting is listed in FRA's NEC Scoping Summary, December 2012).

The existing Amtrak railway alignment extends through the Town of Richmond for a length of 3.5 miles (Refer to Town of Richmond Zoning Maps 11A, 11B, 10D, 10E, and 9F). Based on our interpretation of the Final EIS, with its broad-scale, programmatic information, the proposed Old Saybrook-Kenyon bypass segment realignment would cause the most significant impacts in our town, particularly in the vicinity of the Shannock Village Historic District, designated under the National Historic Preservation Act (54 USC 306101 et seq.), and the Village of Kenyon. Our review of the proposed railway project reveals that the proposed realignment in the proposed 1.4-mile railway segment in Shannock Village-Kenyon Village in Richmond would have significant impacts to at least ten residential properties, zoned as R2 and R3 properties; the Kenyon Industries mill, a vibrant industry employing many local residents and other Rhode Islanders; and five town roads and state Route 2. To add, implementation of the NEC realignment bypass would cause homeowners undue hardship by decreasing fair-market values of their properties due to adverse physical changes (e.g., loss of trees, filled lands) near the properties, plus visually aesthetic and noise impacts.

An additional 1.1-mile segment in the eastern section of Richmond would impact sections of the Pawcatuck River, now under consideration for federal designation as a Wild and Scenic River, and a portion of the Great Swamp, Rhode Island's largest contiguous freshwater wetland, including at least one state-designated critical habitat area that would be adversely affected.

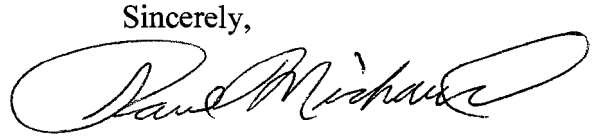
Commissioners from the Richmond Conservation Commission (RCC) also recently attended the January 10 public meeting in Charlestown, where 500+ attendees were there to express their opposition in majority, or most likely in entirety, to this proposed project. The RCC attended the meeting with the intent to present information indicating its concerns over adverse environmental impacts that would result not only from the NEC realignment segment in Richmond, but additional deleterious impacts that would result in nearby Charlestown, Westerly and South Kingstown. In particular, we are concerned that the NEC would impact significant wetlands, open space parklands like the regionally-important Carter Preserve and 14 other parks in Charlestown that are visited and much appreciated by Richmond residents; and many significantly historic and iconic farms like the Amos Green Farm. Some of the farms that would be negatively affected have been in existence for nearly 200 years, and one has been owned and sustained through five family generations.

Overall, we are greatly concerned that the preferred project alternative would result in the loss of 90 acres (7%) of federally-designated prime farmland and 525 acres (8.4%) of the prime timberland in Washington County. Twenty parks, such as the Grills Preserve, totaling 350 acres would be affected, and 180 acres of the Rhode Island Greenway in Washington County would also be lost or altered. A total 300 acres of designated ecologically-designated sensitive areas would be affected, and 50 acres of the Great Swamp would also be lost, representing the greatest wetland impacts in Washington County. Adverse effects would result to 25 designated historic properties, and lands of the Narragansett Tribe would also be affected. These proposed impacts in Washington County represent the greatest resource loss impacts, other than impacts from the bypass in Connecticut that would result among the eight states and the District of Columbia.

While the Richmond Town Council recognizes the purpose and need for the project is to upgrade aging infrastructure to improve multiple aspects of the NEC rail service, environmental sustainability and economic growth, we are opposed to the preferred alternative in the Tier 1 Final EIS which includes the new alignment with the Old Saybrook-Kenyon bypass that would substantially impact the Town of Richmond and its residents. We strongly recommend that the FRA reconsider its actions and prepare and release a Supplemental EIS which selects an alternative that removes the bypass as a component of the project to avoid the significant impacts to Richmond and other portions of southwestern Rhode Island. Other feasible project alternatives are available, that if implemented, would greatly reduce adverse environmental and socioeconomic impacts to Richmond and nearby towns in South County.

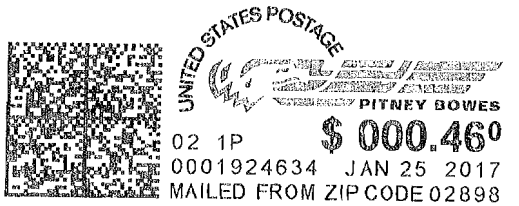
The Town Council requests that we be formally and adequately notified of any further documents or proposed actions by the FRA on the NEC project. Thank you for receiving and accepting our comments into the public record for this project.

Sincerely,



Paul Michaud
President
Town Council

TOWN OF RICHMOND
5 Richmond Townhouse Road
Wyoming, RI 02898



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

1000481452 0014

January 21, 2017

David and Elizabeth Panciera
[redacted]
Westerly, Rhode Island 02891
[redacted]

Ms. Rebecca Reyes-Alicea

Dear Ms Reyes-Alicea,

The FRA reroute proposal for the Northeast Corridor was put forward at the last minute with no notice to and no consultation with the town of Westerly. We have had no opportunity to present our case. In brief, it appears to promise to: Construct a rail bed over the White Rock well fields that constitute the largest part of the town's municipal water supply; pass through our primary public recreation area (Gingerella Sports Complex); require expropriation of several private properties on or about Upper High Street, the North End, and Bradford; bisect and seriously compromise Westerly and Hopkinton Land Preserves tracts.

At $130 billion, some think this plan ill-fated and unlikely to be implemented. But we are far safer and more secure if your plan is modified before it gets to the next level. Although Connecticut has been outspoken in opposition, Rhode Island has not because aside from this southwest corner of the state, there is no apparent or costly 'downside'; the buck (but not the train) stops here, in Westerly.

If wells, recreation, environment and private property are not enough reason to be concerned, the elimination of our rail ties to the outer world has important economic and development implications: A deteriorating and unused track and an abandoned station are not attractive targets for any possible future extension of commuter rail service to/from Providence and/or southern Connecticut. Whether for the success of Westerly's new Education Center or simply for the convenience of our own work force and the enhancement of our town's appeal to prospective home buyers, a commuter rail would be a significant community advantage – and that advantage could be forfeited by a neglected, decaying rail bed.

We have regularly used and regularly supported Amtrak, and completely support the concept of improving rail lines – but not at the cost of our station, our stop, our service, our wells, our recreation fields, our public land preserves. We do not begrudge Boston and Providence commuters advantages, but not at the expense of Westerly.

David J Panciera

Elizabeth C. Panciera

Panciera
[redacted]
Westerly, RI 02891

F-1072 Panciera_DE

PROVIDENCE RI 028
23 JAN 2017 PM 5 L

Ms Rebecca Reyes-Alicea
U.S. DOT - FRA
One Bowling Green — Suite 429
New York, NY 10004

10004-145204

Amber R Preston
[redacted]
Hopkinton RD 02833

Jan 24 2017

NEC Future
USDot - Federal Railroad administration
One Bowling Green Suite 429
New York, NY 10004

I am adamantly opposed to the FRA proposal for the Burdickville to Kenyon rail proposal and want this stopped with no alternative plan.

This is the absolute worst economics of a business plan I have ever seen. No private business could survive with this kind of ignorance. This plan would be a flagrant waste of taxpayer money at a time when our country is so far in debt and the return will never be realized. It could no doubt be well over $200 billion by the time of completion. To destroy people's homes and properties and wetlands for the sake of saving a few minutes commute is preposterous.

Any one in favor of this ridiculous plan obviously has no land involved. Its ironic: people working hard, probably at more than one job, to pay

the mortgage on their homes at the same time their Federal Tax dollars are going into a fund to destroy these very homes.

Amber R Preston

Amber Preston
[redacted]
Hopkinton RI
02833

PROVIDENCE RI 028
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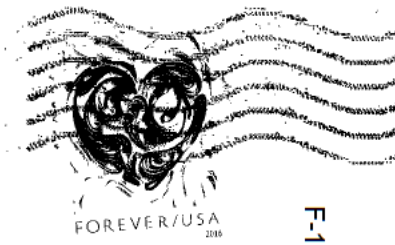

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10004-145204

F-1073 Preston_Amber

RHODE ISLAND
LAND TRUST COUNCIL

PO Box 633
Saunderstown, RI 02874
401-932-4667

January 30, 2017

U.S. Department of Transportation
Federal Railroad Administration
Attn: Ms. Rebecca Reyes-Alicea
One Bowling Green, Suite 429
New York, NY 10004

RE: Comments on NEC FUTURE - Tier 1 Final Environmental Impact Statement

Dear Ms. Reyes-Alicea:

The seven organizations signing this letter include: four local land trusts and a watershed organization (Charlestown Land Trust, Hopkinton Land Trust, South Kingstown Land Trust, The Westerly Land Trust, and Wood-Pawcatuck Watershed Association); and two statewide conservation organizations (RI Land Trust Council, Audubon Society of RI). Several of the organizations signing this letter support and advocate for rail and public transit improvements. We submit the following comments about the **Tier 1 Final Environmental Impact Statement NEC FUTURE: A Rail Investment Plan for the Northeast Corridor**. Many of the signatories to this letter have also submitted individual organizational letters.

We have some serious concerns about, and suggestions for, the proposed NEC rail project as presented in the Tier 1 Final Environmental Impact Statement (Final EIS). We respectfully request your consideration of these issues and suggestions in your Record of Decision and in Tier 2 planning for Rhode Island's section of the rail corridor project. Specifically, we are concerned about the impact that development of the Preferred Alternative will have on lands protected by the state, municipalities, and non-profit organizations for their natural resource, cultural and recreational values. We are also concerned about the impacts on watersheds, wetlands, farmland and forest fragmentation. We detail these concerns below.

1. **Include conservation organizations as stakeholders in the Tier 2 planning and analysis process to ensure attention to protected lands in the final route alignment.** Although several land trusts and The Nature Conservancy are significantly impacted by the proposed new rail corridor in a direct way, they and the other environmental organizations in Rhode Island were not included as stakeholders in the Tier 1 process. We ask that the Federal Railroad Administration, U.S. Department of Transportation and the State of Rhode Island (Departments of Transportation, Environmental Management, and Administration - Division of Planning as well as the State Planning Council which is the Metropolitan Planning Organization for Providence) include the organizations that are signatories to this letter as participating stakeholders during Tier 2 design and evaluation process for Rhode Island's section of the rail corridor.

2. **Tier 1 Record of Decision should expressly require Tier 2 planning and analysis to consider the option of expansion of the existing rail corridor as an alternative** along the "Old Saybrook to Kenyon Bypass" section of the Preferred Alternative when evaluating specific corridor locations and impacts.

There is a Lack of Clarity in the Tier 1 Preferred Alternative Proposal Regarding the "Old Saybrook to Kenyon Bypass." The Preferred Alternative presented in the NEC FUTURE Final EIS includes an "Old Saybrook to Kenyon Bypass" which proposes to create a new rail corridor through Westerly and Charlestown in Rhode Island. The maps that illustrate the Preferred Alternative in Appendix AA of the Final EIS clearly state:

> *"The location shown for new segments is illustrative and represents the information used to analyze effects of the new segment as part of the Tier 1 EIS process; the location of the new segments will be determined in Tier 2 project studies."*[1]

There is similar language in various places throughout the text of the Final EIS including:

> *"The selected alternative will not include decisions about specific alignments ...those decisions will be made in Tier 2 project studies."*[2]
>
> *"Tier 1 Draft EIS and Final EIS do not consider specific alignments or service plans but rather evaluate representative routes for planning purposes...."*[3]

And this point is stated again with elaboration:

> *"Tier 2 project studies will define the specific alignment that seeks to avoid the use of parklands, recreation areas and conservation areas. Potential options to avoid and minimize effects on parkland resources include shifting the representative route and re-evaluating the proposed construction types identified for the preferred alternative."*[4]

You make a similar statement in your letter of January 10, 2017 to Charlestown Council President Virginia Lee:

> *"...no specific alignments have been chosen; the lines on a map depicting a potential new segment through Charlestown and Washington county are representative in nature. The location and construction type of any new segment would be determined in a Tier 2 project study, when Rhode Island, as the project proponent, would evaluate and identify the best alignment and design based on public input and impacts on resources."*

It is unclear from these statements and unclear in the Final EIS if the Tier 1 Record of Decision for the Preferred Alternative will **preclude** project studies and analysis in Tier 2 from considering the upgrade and widening of the existing rail corridor as a possible location for the additional tracks proposed in the Tier 1 Preferred Alternative. We ask that the Record of Decision clarify this issue. The selection of the optimum alignment in Tier 2 project studies - the alignment which will minimize environmental and cultural impacts and, possibly even the best cost benefit and return on investment - may point to widening of the existing rail corridor as the best and most feasible alternative. This may be the best alignment for avoiding environmental impacts that are unacceptable by the state and communities. We ask that Record of Decision affirmatively state that Tier 2 project studies evaluate widening the existing rail corridor as an option when they are considering the location of specific alignments in Rhode Island.

3. Minimize impacts to protected open space lands and mitigate any unavoidable impacts.

The new rail corridor that is presented "as illustrative and representative" in the Final EIS Preferred Alternative for the "Old Saybrook to Kenyon Bypass" has very dramatic impacts on land that has been protected by land trusts, municipalities and the state. In fact, the "representative corridor" illustrated in the Final EIS passes through the middle of several of the largest tracts of land protected by non-profit organizations in Rhode Island. These include The

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[1] This statement is on every map in Appendix AA Part 1
[2] Final EIS, Page 1-9, Section 1.6
[3] Final EIS, Page 2-3
[4] Final EIS, Page 7.4-17, Section 7.4.9

Westerly Land Trust's Grill's Preserve and Riverwood Preserve and The Nature Conservancy's Carter Preserve. Further, the Final EIS does not accurately report the size of the preserves impacted by the "representative corridor" for the bypass and understates the scope of the impacts on protected lands by the new corridor.

The state of Rhode Island, municipalities, foundations, non-profit organizations and the federal government have made considerable investments to protect these preserves and other properties in Rhode Island's communities for their natural resource (including habitat for rare and endangered species, watershed and water quality protection), cultural, and public recreational values.[5] These investments were NOT made with the intention of creating a "land bank" that could be used as the 'path of least resistance' for new transportation infrastructure such as the proposed new rail corridor being considered for the bypass.

Requirements for the U.S. Department of Transportation to avoid parks and other lands protected with Land and Water Conservation Funding (Section 4(f) and Section 6) were established in law precisely because it is 'logistically easy' and often less expensive for planners to route infrastructure corridors through protected lands. Protected lands should not be viewed as "vacant land" simply because they are undeveloped and have ownership patterns which create a 'path of least resistance' that appears to be an easy route for new transportation infrastructure. This is an unintended consequence of land conservation and should not be exploited when new transportation corridors are being planned.

While some of the lands owned by non-profit land trusts and other non-profit conservation organizations for conservation purposes may not technically require a 4(f) consideration and analysis by the 'letter of the law,' the intention of the 4(f) provision is to protect these types of lands during the design of transportation infrastructure. While the state and municipalities do not own some of the protected lands, they hold conservation easements on most of the lands protected by non-profit organizations. All protected lands should be treated with this same consideration - i.e. as if they were 4 (f) properties. Thus, all protected lands should be avoided by the rail corridor improvements if possible. If protected lands cannot be avoided, the impacts should be minimized and mitigated.

4. Minimize impacts to watersheds, drinking water supplies, and wetlands.

The proposed rail corridor improvements will cross the Pawcatuck River and be constructed within the watershed and its wetlands and over Westerly's sole source aquifer that supplies the town's drinking water. These are very important and sensitive environmental resources that will be impacted by construction and maintenance of the rail corridor improvements presented for the Preferred Alternative in the Final EIS. Impacts to these resources need to be minimized during Tier 2 planning for Rhode Island's rail improvements.

The Pawcatuck, Wood, Beaver, Chipuxet and Queens Rivers are part of the Wood-Pawcatuck Watershed. This watershed and these rivers are in the middle of a three-year study and being considered for inclusion in the National Wild and Scenic Rivers System. The significance of this watershed and these rivers was recognized by the U.S. Congress when it passed the Wood-Pawcatuck Watershed Protection Act in 2014 to initiate this Wild and Scenic River study by the National Park Service. The Final EIS does not recognize the Wild and Scenic status of the watershed and these rivers and the protection that this designation requires during design and construction. Tier 2 planning must require the design of rail improvements to minimize and mitigate any detrimental impacts on these rivers, their wetlands and water quality. Further, the rail improvements also need to be designed to avoid any detrimental impact on Westerly's sole source drinking water aquifer.

5. Minimize impacts to farmland and forest fragmentation.

---

[5] These protected lands have extensive trail networks similar to Connecticut's "blue blaze trails." These trails and public recreation values should be given the same consideration as they are in the discussion for Connecticut trails in the Final EIS.

The proposed "Old Saybrook to Kenyon Bypass" in the Preferred Alternative presented in the Final EIS for Tier 1 will have significant impacts on farmland, working farms and could potentially further fragment large tracts of forest in Westerly and Charlestown. Tier 2 planning should ensure that these impacts are avoided if possible and otherwise minimized and mitigated.

Rhode Island has lost over eighty percent of its farmland since the 1940s. Agriculture is an important and growing sector of the state's economy. The state has adopted policies and established initiatives and is investing resources to support and "grow" the agricultural sector of the state's economy and the production of local foods. Large tracts of unfragmented forest are also disappearing in Rhode Island. These areas are critical habitat for birds and other wildlife. It is important that Tier 2 planning for the rail improvements recognize the importance of farmland and large tracts of unfragmented forest and avoid impacts.

We respectfully request that these comments and suggestions are given serious consideration in your Record of Decision and during Tier 2 planning. The Preferred Alternative as currently "illustrated" in the Final EIS does not adequately address these issues and minimize environmental impacts.

We can be reached at the emails addresses and phone numbers following our signatures for further discussion and for inclusion in the Tier 2 design and review process when it begins.

Sincerely

Rupert Friday
Executive Director
RI Land Trust Council
rfriday@rilandtrusts.org
401-932-4667

Kelly Presley
Executive Director
The Westerly Land Trust
execdir@westerlylandtrust.org
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Karen Jarret
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Charlestown Land Trust
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Marilyn Grant
Chair
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Lawrence J. F. Taft
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Audubon Society of RI
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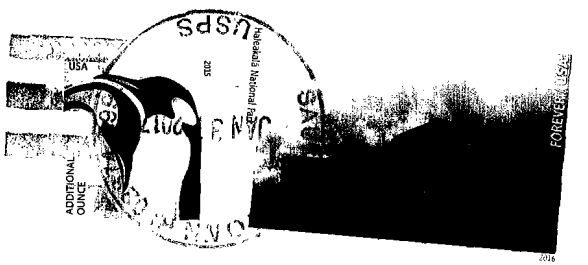
401-949-5454 ext. 3006

cc. Senator Reed
Senator Whitehouse
Governor Raimondo
Peter Alviti, Jr. - Director, RI Department of Transportation
Michael DiBiase - Director, RI Division of Planning & Chair, RI State Planning Council
Janet Coit - Director, RI Department of Environmental Management

Rhode Island Land Trust Council
PO Box 633
Saunderstown, RI 02874

F-1074 Varous RI Land Trust Council



US Dept of Transportation
Federal Railroad Administration
ONE Bowling Green, Suite 429
New York, NY 10004

ATTN:
Ms. Rebecca Reyes-Alicea

10004814S2 C014

MARYLAND DEPARTMENT OF
PLANNING

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor

Wendi W. Peters, Secretary
Ewing McDowell, Deputy Secretary

January 23, 2017

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

Re: NEC Future Tier I Final Environmental Impact Statement

Dear Ms. Reyes-Alicea:

The Maryland Department of Planning ("Planning") appreciates the opportunity to review the Tier I Final Environmental Impact Statement (FEIS) for NEC Future, a Rail Investment Plan for the Northeast Corridor. The development of a rail investment plan for the nation's busiest rail corridor is a vital component to improve Maryland's rail passenger and freight travel and grow Maryland's economy.

The preferred alternative (the alternative) in the FEIS would substantially improve interstate and regional passenger rail service via Amtrak and MARC in Maryland. The increased passenger and freight mobility provided by the alternative would reduce congestion and associated wear and tear on regional roads and Interstates. In addition, the preferred alternative would reduce the harmful environmental impacts of transportation and help to grow the regional economy and attract development near existing or proposed stations.

We appreciate the Federal Railroad Administration's Interagency project coordination and extensive public outreach process. Planning looks forward to continuing participation of future potential phased NEPA studies or improvement projects defined in the preferred alternative to address land use and growth related issues.

Thank you again for the opportunity to review this project. If you have any questions, please contact Scott Hansen of my staff at scott.hansen@maryland.gov or by telephone at 410-767-4611.
Sincerely,

Stu Sirota, AICP
for Charles M. Boyd
Assistant Secretary,
Planning Services

CC: Chuck Boyd, Planning Coordination Section
Michael Bayer, Infrastructure and Development Unit
Bihui Xu, Infrastructure and Development Unit
Scott Hansen, Infrastructure and Development Unit

MARYLAND DEPARTMENT OF PLANNING
301 W. PRESTON STREET, SUITE 1101
BALTIMORE, MARYLAND 21201

FIRST CLASS MAIL
01/25/2017
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011M1260J009

To: Rebecca Reyes-Alicea
Federal Railroad Administration
U.S. Department of Transportation
One Bowling Green, Suite 429
New York, NY 10004

10004$1452 C014

Ms. Rebecca-Reyes-Alicea
NEC FUTURE
US DOT Federal Railroad Administration
One Bowling Green Suite 429
New York, NY 10004
January 30,2017

To: Ms. Rebecca Reyes-Alicea,

As a citizen of the town of Charlestown, I am against the North East Corridor rail route proposed by Federal Railroad Administration in response to their Tier1 Final Environmental Impact Statement. The impacts in Charlestown are severe for the supposed benefits of the Old Saybrook to Kenyon Bypass. It was outrageous that our first notifications as citizens of an impacted zone were notified for the first time just prior to the holidays with very little time to learn about the impacts and respond. We are thankful that our federal delegation worked to get an extension for response to this proposal.

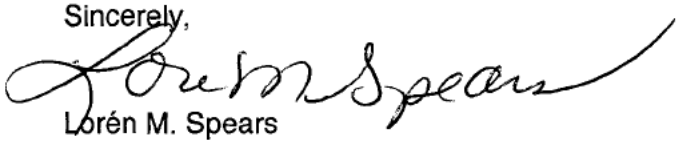
This project destroys dozens of our neighbors' homes. It will destroy the mill villages of Burdickville, Columbia Heights and Kenyon, all of which have great historic significance and vibrant communities. It fragments historic and active farmlands. It breaks apart the Francis Carter Preserve. It passes through and/or destroys many public and privately owned open space properties protected in perpetuity including but not limited to properties held by the Westerly Land Trust and the Charlestown Land Trust.

This proposed project crosses the Federally Recognized Tribal lands of the Narragansett Indian Tribe of which my family are citizens. The Narragansett continually have to fight to keep the lands of their ancestors. Treaties have been broken, lands have been stolen and we would like to keep what little that is left. There was never a meeting to meet with the tribal government nor its community to educate about the project and to share its impacts. These lands are used by tribal members for hunting, fishing, gathering as well as other cultural significant activities. The land is important to us and certain locations are sacred to us and we need clarity on the areas in question. As a Narragansett Tribal citizen, I am against this project.

The proposed rail alignment will cross over the Pawcatuck River several times impacting the river and its uses and possibly jeopardizing its nomination by congress as a Wild and Scenic River. It also lies entirely within the land acquisition and habitat management of the recently established US Fish and Wildlife Great Thicket Wildlife Refuge as well as being located within the EPA designated Wood-Pawcatuck Sole Source Aquifer. For environmental protection and impact, I am against this proposed bypass.

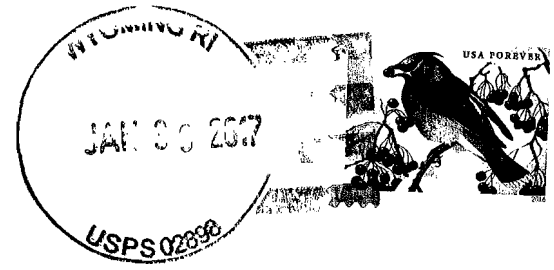
The billions in costs, the destruction of homes, villages, preserves, and other wildlife areas are not worth the the minutes of gain. Please hear our concerns and support a change to this plan that does not negatively impact our community.

Sincerely,



Lorén M. Spears
(on behalf of her family of 5 & tribal community of 2800)
[redacted], Charlestown, RI 02813 [redacted]

Spears
[redacted]
Charlestown RI 02813



F-1076 Spears_Loren

Ms. Rebecca Reyes-Alicea
NEC FUTURE
US DOT Federal Rail Road Admin.
One Bowling Green Suite 429
New York, NY 10004

4540 South County Trail
Charlestown, RI 02813

Tel (401) 364-1225
Fax (401) 364-1238

Town of Charlestown

January 27, 2017

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

RE: NEC Future Tier 1 Final Environmental Impact Statement

Dear Ms. Reyes-Alicea:

This letter is in response to the Final EIS released by the Federal Railroad Administration for the proposed upgrade to the Northeast Corridor rail line. The preferred alternative includes the Old Saybrook (Connecticut) to Kenyon (Rhode Island) By-Pass which if constructed as proposed, will have devastating impacts on the character of Charlestown and will destroy or compromise so many neighborhoods, open space and conservation areas and historic sites that the Town is obligated to defend, as well as pass through lands held in trust by the Narragansett Tribe.

Please accept this letter as the Town of Charlestown's comments in opposition to any change in the NEC rail alignment in Charlestown.

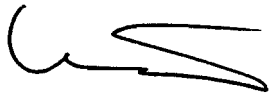
At a special public meeting on January 10, 2017, attended by over 500 persons in unanimous opposition to the preferred alignment, the Charlestown Town Council adopted a resolution in opposition to be sent to the Federal Railroad Administration, and to specifically ask for the extension of the comment period. A copy of the resolution is attached. Since that meeting, the Town has directly received over 100 comments from town residents, impacted property owners and general citizens, all but one opposed to the by-pass. We have also received an electronic petition of opposition to the by-pass with over 2,500 signatures.

Also attached to this letter is a summary of our opposition. Please note that this is the first official input regarding the NEC Future and its alignment through our rural community that the Town of Charlestown has made. There were NO public meetings hosted by the FRA or other federal or state officials in any of the Rhode Island communities impacted by the proposed by-pass. Charlestown, in particular, would be subject to some of the most damaging impacts of this project, while receiving no direct benefit. The lack of direct engagement and collaboration with Charlestown and our sister communities on the part of FRA through the EIS process is disturbing. This lack of engagement not only seems to violate the spirit of NEPA, but as noted in

the attachment, led to significant omissions in the natural and cultural resource data of the project area.

Due to the many major insufficiencies in both the process and the contents of the Tier I EIS, the Town of Charlestown requests that the Old Saybrook to Kenyon By-Pass be removed from the Tier 1 Record of Decision, and that the NEC Future route be oriented along the current right-of-way. We support modern high speed rail service to Providence but this can happen without the construction of the by-pass through Charlestown.

Sincerely,



Mark S. Stankiewicz,
Town Administrator

cc Charlestown Town Council
Honorable Governor Gina Raimondo
RI Department of Administration Director Michael DiBiase
Senator Jack Reed
Senator Sheldon Whitehouse
Congressman James Langevin

Northeast Corridor FUTURE, Washington, DC to Boston, MA
Tier 1 Final EIS
A RESOLUTION IN OPPOSITION TO THE PREFERRED ALTERNATIVE IN CHARLESTOWN, RI

The Town Council of the Town of Charlestown hereby resolves as follows:

WHEREAS, the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS, the proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS, through lack of specific outreach on the part of the Federal Railroad Administration, the Town of Charlestown, its citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown, and as a result there were no comments received from the Town or interested parties in Charlestown during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS, the review and outreach that the Town of Charlestown, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS, the scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe
4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS, the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a period of time which the Town of Charlestown considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS, the Town of Charlestown will bear a significant burden due to loss of areas of environmental, historic, agricultural and social importance without commensurate benefits to the community as a whole.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Charlestown hereby opposes a change to the railroad alignment within its borders, and authorizes its Town Administrator to undertake the following:

1. Prepare and send a letter of opposition to the Federal Railroad Administration, along with a request to extend the comment period on the Tier 1 Final EIS to April 1, 2017.

2. Prepare and send a letter to Governor Raimondo of Rhode Island stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way, with copies to all of its federal and state legislators.

3. Prepare and send letters to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse and Congressman James Langevin stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way.

4. Prepare a detailed response to the contents of the Final EIS, as time may allow, including evidence of incomplete and inaccurate data and improper process, to be distributed to all involved agencies and officials.

5. Prepare and send a request to all municipalities within the State of Rhode Island, requesting support of this resolution.

6. Invite a joint resolution with our neighboring towns in Washington County.

The resolution shall take effect upon passage.

By resolution of the Charlestown Town Council
at a meeting duly held on January 10, 2017.

Amy Rose Weinreich, CMC

Attested To By
Amy Rose Weinreich, CMC Town Clerk

Northeast Corridor FUTURE, Washington, DC to Boston, MA
Tier 1 Final EIS
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By resolution of the Charlestown Town Council
at a meeting duly held on January 10, 2017.

Amy Rose Weinreich, CMC

Attested To By
Amy Rose Weinreich, CMC Town Clerk

TOWN OF CHARLESTOWN, RI
STATEMENT OF OPPOSITION TO THE NEC FUTURE TIER I EIS
Old Saybrook, CT to Kenyon, RI By-Pass

Overall Impacts

The by-pass will require 5.6 miles of new railroad in Charlestown. Within this new rail corridor is the following:

Dozens of homes, three historic mill villages, including Burdickville, Columbia Heights and Kenyon, active and historic farms, including the Amos Green Farm and Stoney Hill Farm, Narragansett Tribal land, 17 private open space properties, the Francis C. Carter Memorial Preserve owned by The Nature Conservancy, and an archived Superfund site which was once the location of a nuclear processing facility.

The proposed rail by-pass is through an east-west corridor of open space that spans nearly the width of Charlestown. This section is part of an 11 mile north-south corridor of open space that extends from the Ninigret National Wildlife Refuge at the ocean, north through the state-owned Burlingame Management Area and Narragansett Tribal land, through the Frances C. Carter Memorial Preserve, and then connecting with the Carolina Wildlife Management Area in Richmond, RI. The east-west corridor also provides more wildlife and potential recreation access to the Pawcatuck River, a nominated Wild and Scenic River. The proposed by-pass will impact the wildlife corridor from the Atlantic Ocean to Richmond and beyond.

With the acquisition of the Carter Preserve by The Nature Conservancy in 2001, this area became a focus of additional acquisition by TNC, RI Department of Environmental Management, Charlestown Land Trust, and others. The purpose of these acquisitions is to build an ever larger un-fragmented area of wildlife habitat, to make open space connections to the Pawcatuck River, and to create an ever richer experience for the public who use these lands for passive recreation. The Town of Charlestown uses this area of our town as part of a package of eco-tourism destinations.

In addition the by-pass crosses the Pawcatuck River, nominated by Congress as a Wild and Scenic River, and lies entirely within the land management area of the recently established Fish and Wildlife Great Thicket National Wildlife Refuge and the EPA designated Wood-Pawcatuck Sole Source Aquifer.

EIS Omissions

The following is a detailed description of the significant parcels that were NOT identified in the Tier I EIS along the by-pass corridor from Westerly to South Kingstown. ***Maps corresponding to these sites are to be sent separately.***

1. Open space, preserved in perpetuity, tribal land, farms and homes

- The Grills Preserve in nearby Westerly is underestimated. The Grill's Preserve is a 550 acre conservation area with over 2 1/2 miles of river frontage. The EIS lists this as 480 acres. The Riverwood Preserve in Westerly is omitted from the EIS data. Riverwood Preserve is part of the Westerly Land Trust's Pawcatuck River Corridor Initiative. It consists of 148 acres of woodland, rocky ridges and fresh water wetlands adjacent to the Pawcatuck River and the Boy Scout Camp.

- The Pawcatuck River and Wood Pawcatuck River are crossed several times in Charlestown and Westerly by the new rail alignment. These rivers are nominated by Congress as Wild and Scenic Rivers. They are protected from development by the ongoing Wild and Scenic study sponsored by the National Park Service. The EIS does not list any Wild and Scenic Rivers in Rhode Island.

- After passing through Burlingame Management Area, which the EIS acknowledges as an impacted parkland property, the proposed rail line passes through Hidden Meadows open space. The Town of Charlestown owns a permanent conservation easement on this 25.3 acre conservation/passive recreation area. This parcel is contiguous on four sides with larger parcels of Burlingame and a seven acre parcel of conservation land of The Nature Conservancy. Both of these protected conservation areas are omitted from the EIS.

- After passing through private homes, the rail line cuts across Burlingame Estates open space, a 31.5 acre conservation / passive recreation open space omitted from the EIS. The Town of Charlestown owns a permanent conservation easement on this property.

- The Burlingame Estates open space parcel and the Hidden Meadows open space are contiguous with the 124.6 state owned conservation land which lies between them. The new rail line passes through this state owned and permanently protected property, but it is omitted from the EIS.

- The rail line then passes through about a dozen homes before entering the 142 acre Stoney Hill Farm. This is a farm-to-table operation. They sell grass fed beef, pork, chickens, eggs and Thanksgiving turkeys at the farm and at farmers markets. The farm is enrolled in the Rhode Island Farm Forest and Open Space (FFOS) program. Under this program the farmer has given up the right to develop the land for an extended period, usually 15 years or longer. Protecting, preserving, and promoting this type of farming operation is a priority of both the town and the state. This farm and its important status are omitted from the EIS.

- The rail line then passes through, or adjacent to, another farm. The farm is 15.4 acres, contiguous with the Stoney Hill Farm and also nearly contiguous with tribal conservation land across Kings Factory Road and Shumankanuc Road. This farm is omitted from the EIS.

- Another wooded area contiguous with the Stoney Hill Farm is a 45 acre property recently placed into a permanent conservation easement held jointly by The Nature Conservancy and the Charlestown Land Trust. In December of this year The Nature Conservancy announced the new conservation easement as follows: *"The 45 acre Heinz property is just southwest of the Carter Preserve, and contributes to a growing corridor of conservation along the Pawcatuck River."* This conservation easement does not appear to be in the direct path of the train but it is close by and contiguous with other farms that are. This wooded area and its status as legally protected/conserved land is omitted from the EIS.

- The rail line then crosses Shumankanuc Road and enters Narragansett Tribal land. The Tier 1 Final EIS claims that no tribal land is crossed or impacted by the plan for high-speed rail anywhere in the corridor from Washington DC to Boston. But in this case, tribal land is crossed and that land also is protected by a conservation easement.

- The proposed rail line then crosses a 59-acre farm contiguous with the Pawcatuck River and the Carter Preserve. This farm is omitted from the EIS.

- The new rail line then crosses Kings Factory Road and the Botka Woods Open Space. This 116 acre open space has been recently approved for a permanent conservation easement to be held by the Town of Charlestown.

- After passing through the power line (green way) and four or five houses, the proposed rail line enters the 1,112-acre Francis C. Carter Memorial Preserve. Owned by The Nature Conservancy this property was acquired with help from the Champlin Foundation, the Doris Duke Charitable Foundation, and the Cove Point Foundation. This preserve is one of the largest protected properties in the state, but it was entirely omitted from the EIS. It joins several thousand acres of contiguous forest and contributes to an 11-mile corridor of open space running from the Ninigret National Wildlife Refuge to the state's Carolina Management Area. This conservation property has a strong policy supporting public access for passive recreation. There are seven miles of hiking trails, access for equestrians and bow hunting in season. The proposed rail lines run the length of the Carter Preserve fragmenting it into two roughly equal pieces.

- All of the land between the existing rails, the proposed rails, and tribal land is occupied by the Carter Preserve. NEC Future has made clear a preference to avoid tribal land. For the railroad in the Carter Preserve there is no place to move the rails to avoid parkland conversion except into the existing NEC right-of-way or across more tribal land. The new rail line leaves the Carter Preserve at Route 112, passes through three or four frontage lots on Route 112 and then enters the Amos Green Farm. The Amos Green

Farm is a colonial era farm that is preserved in museum quality and is still a private residence. The 101-acre farm is preserved with conservation easements held by the Charlestown Land Trust. It has recently been the site of Colonial re-enactments sponsored by the Charlestown Historical Society and is open to the public for other special events.

- The Fenner Farm is contiguous with the Amos Green Farm. Fenner is an 85-acre farm protected by a permanent conservation easement held by the Town of Charlestown. The two permanently protected farms make up about 185 acres of contiguous farmland that will be fragmented by the proposed rail line. None of this permanently preserved agricultural land is included in the EIS.

- Moving eastward the proposed route leaves protected open space and passes through or over residential land and then enters the Columbia Heights Historic District. This Historic District is another data omission in the EIS. Historic homes will be removed here for at-grade rail. This very compact neighborhood is eligible for inclusion on the National Register of Historic Places.

- The straightened tracks proceed on a half mile bridge from Columbia Heights to the village of Kenyon, Richmond where many homes are impacted. An aerial structure for the rails over Kenyon will be seen from the Shannock Historic District, which is listed on the National Register of Historic Places.

- The Biscuit City Fishing Area, a Pawcatuck River access point fishing area was developed with Federal Fisheries funds and RI Division of Fish and Wildlife funding. This access will be removed by the new rail project. The new rail line will pass through here as it reconnects with the NEC in the Great Swamp Management Area.

- Other farms impacted are Riverside Farm, Oak Farm, High Meadow Farm and Sweetwater Farm. If any farmland in this area remains after construction, the land will be close to the trains and noise and vibration from passing trains may make this land unsuitable for the types of farming in this area, which is dominated by animal husbandry, grass fed beef, chicken and animal feed.

2. **Narragansett Tribal Lands.** The EIS did not identify property-specific tribal resources. The proposed route passes over tribal land at Kings Factory Road. This parcel was formerly part of the Indian Cedar Swamp Management Area, a RI state wildlife management area. When it was transferred to the Tribe in 1978 as part of the Settlement Act, it was transferred with a permanent conservation easement that requires the land always remain conservation land and not ever be developed.

3. **United Nuclear Corporation (now the TNC Carter Preserve) ground pollution.** The EIS does not identify the former United Nuclear Corporation site which is an archived superfund site. Now owned by The Nature Conservancy, this land was the site of a nuclear processing facility. The UNC plant, which opened in 1964, used chemical processes for the recovery of

uranium from spent fuel rods. Following the closure of the plant in 1980 it was considered as a suitable location for industrial research and development. However, the presence of hazardous material made that impracticable. Following a ten year decontamination effort it was considered safe in 1995 by the Nuclear Regulatory Commission. However, the by-pass as proposed will disturb a tremendous amount of radioactive contaminated soil in this area.

4. **US Fish and Wildlife Great Thicket National Wildlife Refuge.** The recently approved Great Thicket National Wildlife Refuge is not mentioned in the EIS. The US Fish and Wildlife can purchase up to 3,200 acres in southern Rhode Island to protect habitat.

5. **Wood-Pawcatuck Sole Source Aquifer.** The impact on drinking water in all of southern Rhode Island was overlooked in the EIS. This will be disturbed by both construction and new rolling freight.

6. **Cultural Resources and Historic Properties**

The EIS omitted mention of three National Register listed properties: the Old Lyme Historic District in Connecticut; the Bradford Village Historic District in Rhode Island; and the Shannock Historic District in Rhode Island. There are additional historic districts in Rhode Island, including the Westerly Downtown Historic District, the Columbia Heights Historic District and the Kenyon Historic District in Richmond, RI. The very significant impact on Columbia Heights is not mentioned in the EIS. The Columbia Heights Historic District is on the RI Historical Preservation and Heritage Commission list, and is eligible for listing on the National Register. Twenty or so historic bungalows would be removed in this very compact neighborhood which dates to 1918 as a mill village of worker housing. In addition, the aerial structure for the railroad over Kenyon will be seen from the Shannock Historic District, which is listed on the National Register and from Columbia Heights as well. Kenyon Historic District is also eligible for listing on the National Register.

Other Impacts

Environmental Justice: Impact on the Narragansett Tribe (a minority community) and Columbia Heights (an eligible low/moderate income community) is not mentioned. These are both environmental justice issues that were omitted from the EIS.

Tunnel Impacts on Train Speed: If the tracks are straightened, a tunnel will have to be bored in Charlestown under Shumankanuc Hill. According to Amtrak, the train speed limit will have to be reduced to 80 to 90 mph in the tunnel due to a "piston" effect that would cause the train windows to implode at higher speeds. The Charlestown Police Department has measured the current Acela speeds at 97 to 102 mph passing through Charlestown. As a result, the negligible gain in speed will not justify the resulting destruction and financial costs.

Noise and Vibration: The EIS defined the "affected environment" as a 5,000-foot-wide swath centered along the preferred alignment. Increased noise and vibration would be experienced along the route. Wild animals and farm livestock would be disrupted greatly.

Public Health Effects:
The following effects were identified in the EIS as having the greatest potential risk to public health:

- Degradation of water quality, including public drinking supplies
- Disturbance of hazardous waste and contaminated materials
- Increased or prolonged exposure to noise and vibration
- Temporary construction related effects on air quality, such as fugitive dust emissions and operation of construction equipment and disruption in traffic during construction

Summary

Irreversible and Irretrievable Commitment of Resources: With the exception of leaving the rails in the current NEC, there is no alternate route in Charlestown that will not go through Narragansett Tribal land, homes, neighborhoods, farms, the Carter Preserve and other open space. Loss of these natural and cultural resources cannot be mitigated and they cannot be replaced, ever.

As some of the letter writers to the Town have stated:

"To destroy people's homes and properties and wetlands for the sake of saving a few minutes of commute time is preposterous."

"Like burning a log, once you take out the wild places, the historic places, the cultural places – you cannot put them back. You are only left with a pile of ash."

"In our affected Rhode Island and Connecticut communities, we have made extraordinary efforts, at great public expense, to protect historical, cultural and environmental resources, supposedly in perpetuity, in order to support the health and quality of life of people, wildlife, and ecosystems in these communities. While I believe public transportation is critical and must be improved, I don't think that 45 minutes saved for a few people is worth the great environmental, economic, and social disruptions that are sure to result from this plan."

TOWN OF CHARLESTOWN
4540 South County Trail
CHARLESTOWN, RHODE ISLAND 02813

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

FIRST CLASS MAIL

Claudia T. Weicker
[redacted]
Old Lyme, Connecticut 06371

February 11, 2017

Ms. Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
USDOT-Federal Railroad Administration
Office of Railroad Policy and Development
One Bowling Green, Suite 429
New York, NY 10004

Reference: NEC Future Tier 1 FEIS

Dear Ms. Reyes-Alicea:

I am a resident of the town of Old Lyme, Connecticut and Chair of the Connecticut Audubon Society's Roger Tory Peterson Estuary Center (RTPEC) Board of Directors. I offer this latter reference as an example of my commitment to the environmental well being of the area in which I reside and as a further example of my belief in sound environmental policies and practices by our public institutions.

The opinions offered are my own and are directed largely to the proposed Old Saybrook, Connecticut to Kenyon, Rhode Island bypass in the FEIS. I neither speak for the RTPEC Board of Directors nor for the Connecticut Audubon Society which will offer its own views on the NEC Future FEIS. I have, however, served on the strategy team assembled by the Selectwoman of the Town of Old Lyme in preparation for submitting the town's response to the Tier 1 FEIS.

Largely because of my husband's career as a former United States Senator and Governor of Connecticut, I have had the opportunity to travel extensively throughout Connecticut and to know the attributes of each of our areas and communities from the Northwest hills to the Southeast shoreline. We retired to Old Lyme in part because of the natural beauty of the area but also because of it's convenient east/west location and the ease of access to all modes of transportation, including (and perhaps, especially) trains.

We remain frequent AMTRAK passengers between Old Saybrook, New York, and Washington, DC. and, I, for one applaud any effort to upgrade service and reduce travel time. However, as proposed, the Preferred Alternative will not impact the time I spend traveling to New York and will only marginally reduce my travel time between New York and Washington.

High speed service, as proposed in the FEIS Preferred Alternative, will not serve shoreline customers who reside 15-20 minutes south of the proposed Groton station. All time savings will be given up to additional time spent in an automobile. Even northbound passengers will have to carefully consider the time benefits of such a transportation change versus its cost. Traveling south to New York and Washington is likewise problematic as it again requires either commuter train or automobile travel to New Haven, with little to no time savings.

Herein lies a major defect. With only one new station added in Groton, current Old Saybrook customers are left with the same regional and commuter service. Connecticut, which will be vastly impacted environmentally and financially, gains no new high speed service except within a very narrow corridor. Our state, thus, becomes a bridge, a flyby, a "time saver" but only for AMTRAK's long distance customers. The jobs, the economic development, the new communities and the revenues will bypass Connecticut along with the train. We then are left with the environmental and economic consequences of this alternative, none of which are appealing.

As a former Chief Clerk (i.e., Staff Director) of two U. S. Senate Appropriations Subcommittees, the FEIS fails to set forth the type of economic/project justification or cost/benefit analyses of the proposed bypass between Old Saybrook and Kenyon, Rhode Island that will certainly be demanded by our appropriators. In fact, this FEIS, contains scarce detail regarding the true costs of either a tunnel under the CRE or an aerial bridge as proposed initially in the DEIS. Much of the detail has been left to Tier 2. Thus, we have a situation where a route is proposed based on little supporting data and with virtually no impact projections on the environment or cost analyses of the proposed action on economies of the state and communities directly affected. It appears that Tier 2 will become the "justification" for the Tier 1 Proposed Alternative.

In creating this proposal little to no thought has been given to the natural resources which would be squandered or to the impact on the small communities in its wake. The acquisition of undeveloped land is contemplated by either purchase, or condemnation. It is unclear. What is clear is that such acquisitions will impact natural habitats and create fragmentation along the corridor.

A new crossing of the Connecticut River Estuary is proposed, although the FEIS has yet to decide on the manner and form of construction. The DEIS proposed an aerial bridge until it was realized that a Preserve America Community (Old Lyme) with a National Historic Landmark (The Florence Griswold Museum) and an Historic District lay directly in its path.

Today my neighbors and I are commenting on a tunnel proposed to go under the Ramsar Convention recognized Connecticut River Estuary (CRE) and Wetlands Complex, a place declared by The Nature Conservancy as "one of the last great places western hemisphere", with its sensitive habitats supporting life from the lowly zooplankton to humans. Home to hundreds of diverse and vulnerable species, the estuary is memorialized in great works of American art.

The CRE is a complex and dynamic system of waters flowing from their source into Long Island Sound and carrying with it tons of life giving sediment that form the basis of the estuary's ecosystem. Species such as the Bald Eagle and the Osprey (both recently endangered, but making a comeback), the Great Heron(endangered), and the tiny Saltmarsh Sparrow (threatened) are found in the salt marshes of the estuary or on the peaks of the tallest trees sitting along its banks. Fish such as the American Shad, the American Eel, the endangered Shortnose and Atlantic Sturgeon migrate to these waters to spawn, feed, and return to the ocean, their offspring returning when mature enough to spawn .

It is a cycle of life that humans may not readily appreciate but, this we know: the Atlantic Sturgeon, thought to be extinct one hundred years ago in the waters of the Connecticut River, has been found as tiny fingerlings and verified as native. Having a natal river fidelity, the Atlantic sturgeon especially bears all the markings of a great scientific mystery revealed by modern technology and genetic tracking. They, and other species, demand our protection as do the wetlands.

The FRA, prior to issuing the Tier 1 FEIS, did not examined how to build a tunnel or even if it is feasible to do so. It has not investigated the environmental impact of a tunnel on the estuary and its wetlands which in addition to giving life, preserve our communities from the worst of nature's storms and the increasing threat of rising sea levels. They act as nature's most efficient sequester of carbon, turing it into life giving plant material for the food chain and, buried under all that sediment on the river's bottom are contaminates from our industrial past. Whether these present a danger has yet to be examined.

Certainly, a more focused understanding of the estuary's critical functions and importance as well as the feasibility of such a construction endeavor was demanded before the FRA drew a line on a map and determined that crossing the Connecticut River was a Preferred Alternative.

Others will speak to the economic consequences to our community of this Tier 1 FEIS Preferred Alternative. In short, it has cast a cloud of uncertainty over the town of Old Lyme and the institutions and individual real estate owners and businesses herein. This pall will continue so long as the bypass remains an option.

Receiving no direct benefit from the proposed alternative and knowing all the uncertainty the bypass presents, environmentally, economically and culturally to this area, I remain opposed to the bypass and request that the FRA acknowledge the role of state government in making the final decision.

The State of Connecticut will permit this project and will surely be asked to contribute to its funding ... a double blow for shoreline citizens. In my view the bypass should be removed as an option from the Record of Decision (ROD) and the State of Connecticut should decide what route best serves the interests of its people and institutions, and provides the greatest economic benefit to the state and region.

Sincerely,

Claudia T. Weicker

[redacted]
Old Lyme, CT
06371

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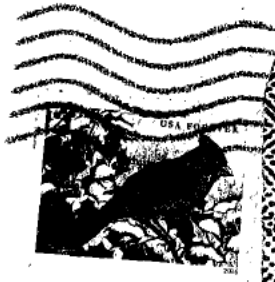
11 FEB 2017 PM 3 L



Ms. Rebecca Reyes-Alicea
Northeast Corridor Joint Program Advisor
USDOT-FRA
Office of Railroad Policy & Development
One Boarding Green 429
New York, NY 10004

F-1078 Weicker_Claudia

NEC FEIS Comments - RECORD #869 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Michael
Last Name : Brown
Stakeholder Comments/Issues :

Attached please find my comments on the FEIS.

--
Mike Brown
Attachments : MOB FEIS comments.pdf (3 mb)

Michael O. Brown
[redacted]
Old Lyme, CT 06371

February 26, 2017

Acting Administrator
Federal Rail Administration
Department of Transportation
Washington, D.C.

NEC Future – Tier 1 Final Environmental Impact Statement

Dear Acting Administrator:

I am a resident of the Town of Old Lyme, CT and I am writing to express my concern about the Preferred Alternative and the process utilized to arrive at this point in the decision process for the NEC Future. At the outset, I am in favor of efficient and safe rail transportation and am concerned that we have been unable to keep the current Northeast Corridor in a state of good repair. In light of the plan to keep the current rail corridor operational for regional and freight trains, the investment of scarce state and federal resources into new rail segments seems to be unwise. Until the funds are made available by state and federal governments to keep the existing rail system in good repair, additional rail infrastructure is unwarranted and cannot be afforded.

In spite of the long list of outreach activities set forth on the NEC Future website, the Federal Rail Administration (FRA) failed to solicit or obtain feedback from local governments or coordinating bodies of local governments in Connecticut significantly handicapped the FRA in making informed decisions on the issues faced in changing the route of the NEC, particularly along the proposed new segment from Old Saybrook, CT to Kenyon, RI. With regard to the crossing of the Connecticut River, there is a total lack of consideration of the impacts to the ecology of the river's estuary: first with the proposed bridge and aerial structure in the Draft Environmental Impact Statement (DEIS), second, the abrupt change to a tunnel in the Final Environmental Impact Statement (FEIS) and third, the cumulative impact with the planned replacement of the existing rail bridge with a new bridge for freight and regional rail traffic. The change from bridge to tunnel for the NEC was made by the FRA following a public meeting held to appease residents of Old Lyme following their contribution of almost 50% of the comments made on the DEIS. There is no discussion in either statement about the significance of the Connecticut River and its estuary to the ecology of the region, no consideration of the historic structures impacted by the proposed route on the eastern shore of the river, no acknowledgement of the significant impact on water supply aquifers to be impacted by the tunnel and no recognition of the critical link a crossing of the river is to the entire operation of the Preferred Alternative. Unlike other segments of the Preferred Alternative, there is no existing infrastructure from which lessons can be drawn in the

crossing of the river and there appears to be no distinction of the difficulty in replacing or mitigating ecological, geological or hydrological resources in the area that are essentially unchanged from their original natural condition that are water-based versus land-based. A dismissal of these concerns by the FRA with a waive of the hand and the statement that they are to be addressed in individual projects during Tier 2 runs contrary to the intent and purpose of the tiered approach to significant long term projects and guidance and process within Department of Transportation's owns requirements.

The tunnel option was included without, again, any meaningful review, analysis or financial assessment of the inclusion of the new crossing alternative. This new approach was again selected without any understanding of the geology or ecology of the river, the estuary, the wetlands or the flora or fauna of the area. As an example, the Atlantic Sturgeon was specifically dismissed in the DEIS, yet at thee time of the publication of the DEIS evidence existed of the presence of the Atlantic Sturgeon in the river. The Atlantic Sturgeon, along with other bird and fish species of concern that rely on the estuary for the preservation of the species, were similarly dismissed by the FRA by not providing any comment in the FEIS.

Even a cursory review of information that has been available since the inception of the NEC Future project would reveal the reliance of the communities on the eastern side of the river to single source aquifers for drinking water. Would construction of a tunnel serve to permanently disrupt the drinking water supply? The tunnel concept also does not address the impact on the Lieutenant River and its estuary and wetland complex which is immediately to the east of the Connecticut River.

The eastern end of the tunnel needs to resurface near I-95, yet there is no discussion of the plans by the State of Connecticut to increase the capacity of I-95 and finally implement the long planned interchange with I-395. These infrastructure improvements will occur before the construction proposed in the FEIS, yet it does not appear that there is any recognition of this planning. There is no discussion or recognition of the transportation plans of the State and how those might work together.

The Tiered process for NEPA requires that the cumulative impact of known funded and planned projects be included in the analysis at the Tier 1 level and not postponed to Tier 2 after the fundamental decisions have been made. No where in the DEIS or the FEIS has there been a consideration of the cumulative impacts of two new crossings of the Connecticut River (replacement of the existing rail bridge and the addition of the new NEC bridge), the planned expansion of I 95 in southeastern Connecticut or the impact of further segmentation of small economic centers of the towns along the shoreline. Failure to include such an analysis violates the requirements of the Tier 1 requirements.

The FRA also seems to conclude that the higher-level analysis for well-studied areas of the NEC (for example, the tunnel and bridge projects in and around New York City)

applies to the unstudied areas of the Preferred Alternative. Such an approach completely misses the mark for a Tier 1 analysis that is supposed to provide a foundation for future, project level decision-making. Such a significant failure to review and understand significant issues at the Tier 1 level, and then engage in decision-making, is a clear violation of the standards established for the purposes of analysis of a significant major project such as the NEC Future. Failure to consider such important issues and problems that are obvious at this stage constitutes an arbitrary use of the administrative process, compromising the integrity of the Tier 1 actions, particularly in Connecticut, for use as part of the future project level decision process.

The economics of the Old Saybrook to Kenyon bypass also have not been given any significant consideration. For the longest new segment on the corridor and the most significant river crossings of the Connecticut River and the Thames River, there is no cost benefit analysis of the construction versus time of travel and security of the rail route, and almost no consideration of the cost and benefit of the disruption to the environment or the economies of the towns along the Connecticut and Rhode Island shoreline.

While the FRA states numerous times in both the DEIS and the FEIS that the NEC Future is a ridership maximizing plan and focuses on what is determined as the most important element of the customer decision making process – travel time. Unfortunately the analysis appears to only be interested in the passengers originating in Boston, New York or Washington, D.C. and takes the position that any investment that reduces the travel time for those travelers is essential to the long-term strategy. This completely disregards any consideration of the costs to the communities that exist along the way to any of the three end points. In Connecticut, there are three significant alternatives in the DEIS with substantial new segments being created within the state. Even with the limited scope of the factor being used as the basis for all decisions (travel time), there is no analysis of the alternatives in Connecticut. What is the simple construction cost of the Old Saybrook to Kenyon bypass versus the amount of time that is saved for a traveler from Boston to New York? How many potential high-speed travelers are left out of the equation in selecting the shoreline route instead of one of the two inland routes? What is the economic impact of leaving such travelers out of the equation? How does the decision-making of the potential travelers affect the revenue for the operators? Are sufficient numbers of high-speed travelers attracted to the high-speed rail option on a regular basis in Boston, New York and Washington to justify the initial investment in construction and then the significantly increased operational cost with added track, track and signal maintenance and rolling stock? If the answer is yes, then what are the significant changes to decision-making by the operators that the FRA is relying on that will ensure the change from a route status of not being in good repair (a status that affects the ability of the current rail operations to generate sufficient cash from operations to maintain good repair) to a state that ensures regular ongoing maintenance and repair? In its analysis, the FRA assumes a 30% reduction to all current fares for all other rail options along the corridor and uses that as a basis to

attract travelers from other transportation modes and then assumes a portion of those new travelers will then select the high-speed rail option based on the time savings. Contrary to the assertion that this is an end-to end analysis, it really amounts to point-to-point economic analysis with no consideration of the economic impact for the areas that the route traverses.

It is disconcerting that the FRA did not closely coordinate with AMTRAK, the operator of the NEC in the preparation of the DEIS and then dismissed many of the comments of AMTRAK in the FEIS. While AMTRAK raised some significant comments on the economics of the FRA analysis set forth in the DEIS and supported its concerns in a submission of almost 100 pages of analysis there was very little contained in the comments section of the FEIS to address the AMTRAK comments. Such a failure to solicit input from major stake holders and understanding salient problems involved in the decision-making at the Tier 1 stage seems to be the unfortunate trait of this FEIS. Failure to actively and regularly involve, at a minimum the, town governments in Southeastern Connecticut or the State itself, in any meaningful before the fact discussions, leads one to conclude that there was no interest in making a sound, open decision, but simply making a decision as the tens of millions of dollars in funding for this project ran out and prior to the political landscape changing in Washington.

Based on the failure of the FRA to take a hard look at the issues, the concerns and real costs associated with the Old Saybrook to Kenyon bypass, its failure to compare, in detail, the costs and benefits of the other route alternatives in Connecticut and its failure to openly discuss its basis for the selection of the switch to a tunnel crossing from an elevated structure at the mouth of the Connecticut River or understand the issues associated with such a change, the FRA should remove from the Preferred Alternative and not include in the Record of Decision any route through Connecticut until such time as the proposed alternatives through Connecticut are reviewed on a common basis consistent with the requirements for a Tier 1 level review. Failure to consider very basic issues with information that is currently available violates the fundamental purposes of the NEPA review and undermines the ability of the FRA to use the Tier 1 activity conducted over the last six years as a basis for the project level activity to be conducted at Tier 2.

Thank you for the opportunity to comment on the FEIS.

Sincerely,

Michael O. Brown

NEC FEIS Comments - RECORD #870 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Christine
Last Name : Thompson
Stakeholder Comments/Issues :

NRA officials
My family recently purchased a home within earshot and eye sight of your proposed rail line along the 95 corridor through Mystic and Stonington. We would like to express our dissatisfaction with this plan. There are too many businesses and homes in this area that will be affected if the tracks are run through this area.

Phil and Chris Thompson

Sent from my iPad

NEC FEIS Comments - RECORD #871 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Judith
Last Name : Read
Stakeholder Comments/Issues :

To whom It May Concern;

I am a resident of Old Lyme, CT and I strongly oppose the Option that will direct the Bypass through our town. I agree that our infrastructure need sot be improved especially through Connecticut but know there are better options.

I ask you to please reconsider routing Amtrak through Old Lyme, Ct via a new rail.

Sincerely,

Judith Read
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #872 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Patricia
Last Name : Shippee
Stakeholder Comments/Issues :

We strongly object to the ridiculous plan of the old saybrook to Kenyon railway, adding to the response you received from our town representatives and environmentalists, preservationists and arts and cultural institutions that are the fabric of this place.

[redacted]
Old lyme, Ct.

Sent from my iPad

NEC FEIS Comments - RECORD #873 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Elizabeth
Last Name : Berman
Stakeholder Comments/Issues :

To whom it may concern,

I am writing to you in response to the Federal Railroad Administration's NEC Future Tier 1 Final EIS on behalf of the Southern Rhode Island Chamber of Commerce Board of Directors.

We are all supportive of the FRA's NEC Future plan to make improvements and upgrades to the Northeast Corridor. Rail service plays a vital role in our economy and we understand the need to improve the current infrastructure. We are especially happy to see that Providence would be included as a stop on the high speed rail helping to spur our economy.

That being said, there is one part to the plan that we cannot support. The Old Saybrook - Kenyon bypass would prove to be detrimental to our community in so many ways. For example, the proposed plan would tear though nature preserves, destroying land that was protected and donated in perpetuity. The bypass would disrupt Narragansett Indian tribal land and historic districts, which is part of what makes Southern Rhode Island such a wonderful and family friendly destination. It would cut through working family farms that have been active for generations. The train would also go through drinking water resources forcing the state to dig new wells in new locations.

When considering a project like this we have to look at the greater good for all. Is saving just a few minutes off of a commute worth all of the destruction it will bring to our state's natural resources, history and population? The Board of Directors of the Southern Rhode Island Chamber of Commerce strongly feels that it is not. The Old Saybrook - Kenyon bypass is not worth the devastation to our community. We ask that the high speed rail remain within the existing railroad footprint and enjoy the beauty of Southern Rhode Island.

We thank you for your time on this matter.

Sincerely,

Elizabeth Berman

Elizabeth Berman
Executive Director
Southern Rhode Island Chamber of Commerce
230 Old Tower Hill Road, Wakefield 02879
401-783-2801
Direct 401-783-2818
Fax 401-789-3120
www.srichamber.com<http://www.srichamber.com/>

NEC FEIS Comments - RECORD #874 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Nicole
Last Name : Hedden
Stakeholder Comments/Issues :

I greatly oppose the rail through SE CT. I commuted on Amtrak for 3 years from New London the Boston 5 days a week. The current rail works just fine. Wasting millions upon millions of dollars to destroy small SE CT towns is absurd. Put money into the current rails (I.e. the Acela.)

Nicole Faniola-Hedden

NEC FEIS Comments - RECORD #875 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : tom
Last Name : dolce
Stakeholder Comments/Issues :

To: NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, ADDRESS:
Suite 429

New York, NY 10004

We are writing regarding the Federal Railroad Administration's(FRA's) Northeast Corridor (NEC) FUTURE Tier 1 Environmental Impact Statement(EIS) regarding the Old Saybrook to Kenyon bypass portion of the NortheastCorridor Future proposal. We are hereby expressing our strongestopposition to the proposed Westerly and Charlestown portion of the bypass. The bypassas proposed passes over or very close to the Town of Westerly's public drinkingwater wells and drinking water aquifer, intersects wetland areas, rivers andstreams, bisects environmental conservation areas, destroys many homes andfarms, and passes very close to many long established existing homesteads. All this to save a few minutes for the trains passing through Westerly and Charlestown. The bypass couldpotentially irreparably endanger and/or damage the Westerly sole-source aquifer which suppliesdrinking water to a major portion of the Towns of Westerly, Rhode Island and Stonington, Connecticut.

The proposed bypass through Westerly and Charlestown would cause major devastation anddestruction of properties and natural resource areas in the towns including likelyreduction in property values for those owners in or near its proposed path. For the reasons stated above, please record our strong opposition to theproposed bypass plan.

Thank you,

Tom and Marilyn Dolce

Westerly, RI

NEC FEIS Comments - RECORD #876 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

PLEASE reconsider the plan you have advanced for putting a rail bypass through beautiful, little Old Lyme, CT. Please read the 82 page document our citizens have forwarded to you. It well documents the many reasons this proposal for our CT shoreline is poorly thought out, poorly presented for public comment, and generally ill conceived. A random line drawn on a map.....is cutting literally through the lifeblood of our shore communities.

I commend the many volunteers who prepared this comprehensive document, and hope you will absorb its many compelling arguments against the bypass proposal in Old Lyme. As a lifelong resident of Old Lyme, I see so much of what was beautiful and pristine in our world being molded into ugly and destructive. Please improve the railtracks ALREADY available....do not destroy the village we have saved and protected for several centuries.....please leave Old Lyme Village as a testament to history, to art, to ecology, to beauty and to small town New England! NO BYPASS there!!!!!!! Thank you for reading .....with your heart and soul, and your wisdom .....Sincerely, Judith and John Faniola

Sent from my iPad

NEC FEIS Comments - RECORD #877 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Krissa
Last Name : Beene
Stakeholder Comments/Issues :

To Whom It May Concern,

I'm writing to let you know I oppose the Old Saybrook to Kenyon Bypass. My grandfather, on my father's side, came to Old Lyme to start a family when he married my grandmother and was gifted 100 acres in Old Lyme as a wedding present. Over the years it was reduced to 50 acres due to selling part to family friends and relatives and what is left is 35 acres, which my father owns. That 35 acres runs right up I-95N. When my father married my mother, both of their fathers built the house that my dad lives in now with my stepmother. The house that would be completely demolished if the building of the bypass went through. The 35 acres, which my brothers and I have always said we would build our houses on, would be gone. The woods where my brothers and cousins (who lived on property right next to us) and I played in growing up. Where we built secret forts and discovered stone walls built by early settlers and indigenous people. The property where we celebrated years of birthdays, engagements, anniversaries, and lots of love.

If the bypass goes through, I'm sure my father's property will be taken by eminent domain, which didn't work out for New London, CT at all. We'll lose the property and I'm sure my parents won't be compensated anywhere close to what the property and house would be valued at. And I'll never be able to show my future children where their mother grew up, the house that their great grandfathers built, where their uncles played as children and what their grandfather and grandmother worked so hard at making into a mini paradise for our family.

Please seriously think about the effect this Bypass will have on Old Lyme, East Lyme, Waterford, New London, and all the other towns that will be disturbed by this. All the other families with stories like mine, who will lose everything just so the train trip from DC to Boston is 15 minutes faster. Thank about what would happen if you woke up and read in the paper that your whole life would be destroyed for a train.

Thank you,

Krissa Ressler Beene

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Krissa Beene
[redacted]

NEC FEIS Comments - RECORD #878 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Alice
Last Name : Groton
Stakeholder Comments/Issues :

To NEC FUTURE:

As a resident of Stonington, CT I am writing in strong opposition tothe FRA's current Tier I plan for the “Old Saybrook to Kenyon”bypass. The FRA has not taken into account the severe negative impacton all of the communities in Connecticut and Rhode Island affected bythis bypass. I strongly urge that more investigation be done by the FRA into what the actual impact would be from an environmental and economic standpoint to all the communities, historic landmarks, fragile wetlands along the proposed path.

The economic impact would be terrible.The bypass would cut through historic parts of Old Lyme, including the Florence Griswold Museum and Lyme Academy of Arts, Mystic Aquarium, Olde Mystick Villageand many small businesses along its path. The Aquarium is one of thestate's biggest tourist attractions. It has been documented thatproperty values in Old Lyme havealready been negatively impacted.

The bypass would irreparably damageWhite Rock, the sole aquifer which supplies 6.5 million gallons ofwater daily to Westerly RI, Pawcatuck and Stonington CT. It would also impact the soleaquifer which supplies water to Old Lyme forcingthese towns to desalinate ocean water to provide drinkable water to these communities! Unacceptable!

The environmental impact would be terrible. It is documented that by building a tunnel under the Connecticut River at the proposed area would devastate fragile estuaries and wetlands and pose a real threat to at least threedifferent endangered species of birds. And the bypass would cut through farmlandincluding a fourth generation cattle farm in Charlestown, RI,Narragansett Tribal Land and some of the most historic properties inour region. This is just not acceptable!

When all is said and done, only 20 minutes will actually have been shaved off of travel time between DC and Boston! Instead of moving forward now with spending $135billion on new bridges and tunnels cutting through historic towns,farmland, tribal land, disrupting natural ecological systems andsources of clean water, the FRA needs to look carefully at all the effects of the current proposed Bypass.

I am in favor of improvements to High Speed Rail in the Northeast Corridor but for now, I URGE the proposed Bypass be REMOVED from Tier I!

Sincerely,

Alice Lee Groton

_____

Alice Groton
[redacted]
Stonington, CT 06378
[redacted]
[redacted]

NEC FEIS Comments - RECORD #879 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Everett
Last Name : Barber
Stakeholder Comments/Issues :

Please see the attached letter.

--

Everett Barber
Solar Consultant LLC
[redacted]
[redacted]

[redacted]
Guilford CT 06437
Feb. 28, 2017

USDOT: Federal Railway Admin.
One Bowling Green, Suite 429
NY, NY 10004
Email: info@necfuture.com

Re: NEC Future Tier 1 Final EIS

Dear Federal Railway Administration & NEC Future Project Team:

We write because we have read several recent reports concerning the planned high speed rail corridor between Washington DC and Boston. We are concerned that construction of that new rail corridor could have an adverse impact on our potable water supply, as well as on our community.

Our property is in Guilford CT on the south side of the existing NEC rail line between Boston and New York. Our house is on [redacted], less than 200 yards from that existing rail line.

Most of the surface soil between Guilford and the next town to the west, Branford, sits on ledge rock. That rock is granite and it extends for several miles east and west of our location. In order to expand the present dual track rail by adding two additional high speed rail lines a great deal of blasting will have to be done to remove granite from the track path. We worry that the blasting will alter local aquafers, possibly jeopardizing the only source of potable water that we have, our well.

There is good basis for this concern. Possibly due to the granite, the potable water aquafers in this area are fragile. Over the past several decades several private wells in the surrounding area have been adversely impacted by nearby blasting. In some places existing wells have gone dry or effectively so, due to nearby construction. In instances where new wells were drilled a number of those turned out to be 'dry holes.'

Also of concern is the impact the expanded rail line could have on the historic character of our community. Guilford was incorporated in 1639. It is said to have the third largest number of historic buildings in New England. Many of those are located within several hundred yards of the present rail line. Our house on Route 146 was built before the revolutionary war. It is in a National Historic District and is surrounded by houses on the National Register of Historic houses. Route 146 has also been designated as a Connecticut Scenic Route. The new high speed rail line may have a negative impact on this community.

We are not opposed to the new highspeed rail line but we have concerns and would like to know how the FRA proposes to address those concerns.

Sincerely,

Everett M. Barber, Jr.
Sarah T. Barber

NEC FEIS Comments - RECORD #880 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Richard
Last Name : J. Arena
Stakeholder Comments/Issues :

To NEC Future

Cc Rebecca Reyes-Alicia

Attached is the Association for Public Transportation submittal prior to the Tier 1 EIS ROD.

APT remains convinced that the NEC should be true High Speed Rail, that is time and cost competitive with air travel in the 200-600 mile sweet spot. APT is concerned that the route preferred by the state of Connecticut (Hartford-Springfield-Boston) will not provide such speed and connectivity, and will in fact make the northern section of the NEC uncompetitive.

APT also firmly believes in the importance of the North/South Rail Link (NSRL) in Boston to provide much needed connectivity to eastern New England.

Thank you for the opportunity to submit, yet again. Feel free to contact me with any questions or clarifications.

Best regards,

Richard Arena

****

Richard J. Arena

President, Association for Public Transportation

Managing Partner, ARC Systems International, LLC

Advisory Board, US High Speed Rail Association

Tel: 732.576.8840 Fax: 732.576.8839 Cell: 617.966.9664

<http://www.aptmarp.org/> www.aptmarp.org E-Mail: <mailto:rjarena@aptmarp.org> rjarena@aptmarp.org

Attachments : Assn_for_Public_Transportation_Response_NEC_Future_Tier_1_EIS.pdf (440 kb)

F-1090 Arena_Richard

Association for Public Transportation

Massachusetts Association of Rail Passengers

P.O. Box 51029
Boston, MA 02205-1029

apt@aptmarp.org
www.aptmarp.org

28 February 2017

NEC FUTURE
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, N.Y. 10004
info@necfuture.com

The Association for Public Transportation (APT), a Boston, MA based non-profit advocacy organization, would like to thank the Federal Railroad Administration (FRA) and the NEC FUTURE team for its work in creating the NEC FUTURE Environmental Impact Statement (EIS) to provide a path for true High Speed Rail (HSR) service on the Northeast Corridor.

APT supports the route selection of the Tier 1 Environmental Impact Statement (EIS), with some reservations.

- First and foremost, the North/South Rail Link must be the preferred alternative for the Boston rail station. The current EIS proposal with simply a South Station expansion will not provide the connectivity and capacity required by eastern New England.
- APT supports the addition of 217 miles of new track segments in the Preferred Alternative, which adequately balances the many requirements of selecting a suitable alignment serving the greatest potential ridership - both regional and intercity - aimed at providing an enhanced frequency and level of passenger train operations within the many environmental, geographical and historical constraints that exist along this densely populated corridor. In Connecticut and Rhode Island, APT supports the construction of the Shore Line Bypass to enable true HSR performance on that segment.
- Should this route prove unfeasible, APT would then propose a re-look at Alternative 2 which would provide a HSR link from New Haven to Hartford to Providence.

APT is aware that the State of Connecticut is strongly pushing a Hartford-Springfield-Boston ROW as the preferred alternative for New England. While APT appreciates the utility of the "Inland Route", it believes that route is best characterized as commuter rail, and belongs as a project for the Federal Transit Administration (FTA). NEC Future, an FRA project, is about bringing the NEC up to international HSR standards, where city-to-city HSR service is time and cost competitive with commercial air travel. The Inland Route, as has been proven throughout its history, is not up to this task, and will, in fact, increase, not decrease, the all-important travel time from Boston to NYC. For that reason it should NOT be on any list as a preferred alternative for NEC Future. The existing BOS-NYC shoreline route is today barely competitive time-wise. Using the Inland Route also increases travel time to Boston and beyond and eliminates Providence as a stop on this definitely not–high-speed-corridor.

Thank you for the opportunity to comment further on this vital national infrastructure project.

Sincerely,

The Officers and Board of the Association for Public Transportation

Contact: Richard J. Arena, Co-President, rjarena@aptmarp.org tel: (732) 576-8840

NEC FEIS Comments - RECORD #881 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : JOHN
Last Name : DEREDITA
Stakeholder Comments/Issues :

NEC FUTUREU.S. DOT Federal Railroad AdministrationOne Bowling Green, Suite 429New York, NY 10004With plans for a high speed rail bypass through southeastern Connecticut, I am very concerned of the northeast corridor that will go through our city along Interstate 95 and will also impact historic structures in Old Lyme, Mystic and Native American land in eastern Rhode Island. The Hodges Square Historic District in New London is along this route along with the Old Town Mill and we are uncertain of other neighborhoods it will destroy in our city. Furthermore, New London is a transportation hub and we want to make mindful decisions on major infrastructure plans for our region.I would llike the Federal Rail Association (FRA) to consider another route to connect Boston and New York with high speed service.Thank you for this consideration.Sincerely,
John Deredita [redacted], New London, CT 06320
John Deredita [redacted]

F-1092 Groton_Alice

Alice Lee Groton
[redacted]. Stonington . CT 06378

First Selectman Rob Simmons
152 Elm Street
Stonington, CT 06378

February 21, 2017

Dear First Selectman Simmons,

I am writing in strong opposition to the FRA's current Tier I plan for the "Old Saybrook to Kenyon" bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by the proposed bypass.

The economic impact would be terrible. The bypass would cut through Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme, one of Connecticut's oldest towns have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly, RI and Stonington, CT which would force these towns to desalinate ocean water instead. It would also impact the sole aquifer which supplies water to Old Lyme. It would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

The environmental impact is another huge consideration. There is concern that estuaries and wetlands along the Connecticut River will be negatively effected as well as a real threat to several endangered species of birds.

And when all is said and done, only 20 minutes will have been shaved off of travel time between DC and Boston! I urge that instead of spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, that the FRA upgrades and improves the existing rail.

Please do all in your power to make our voices heard. Get the bypass REMOVED from Tier II

Sincerely,

Alice Lee Groton
[redacted]

RECEIVED
FEB 23 2017
SELECTMANS OFFICE

F-1092 Groton_Alice Hard Copy 2

Alice Lee Groton
[redacted]. Stonington . CT 06378

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

February 21, 2017

Dear Secretary Chao,

I am writing in strong opposition to the FRA's current Tier I plan for the "Old Saybrook to Kenyon" bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by the proposed bypass.

The economic impact would be terrible. The bypass would cut through Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme, one of Connecticut's oldest towns have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly, RI and Stonington, CT which would force these towns to desalinate ocean water instead. It would also impact the sole aquifer which supplies water to Old Lyme. It would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

The environmental impact is another huge consideration. There is concern that estuaries and wetlands along the Connecticut River will be negatively effected as well as a real threat to several endangered species of birds.

And when all is said and done, only 20 minutes will have been shaved off of travel time between DC and Boston! I urge that instead of spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, that the FRA upgrades and improves the existing rail.

Please do all in your power to make our voices heard. Get the bypass REMOVED from Tier I!

Sincerely,

Alice Lee Groton

[redacted]

S10-170228-020

Ms. Alice Groton
[redacted]
Stonington, CT 06378-2406

F-1092 Groton_Alice Hard Copy 2

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington DC 20590

S10-170228-020

OPEN IMMEDIATELY: FRA'S TIER1 plan BYPASS

JOHN BOONE ...

RECEIVED
FEB 27 2017
SELECTMANS OFFICE

[redacted]
Stonington, CT 06378
[redacted]

February 23, 2017

First Selectman Rob Simmons
152 Elm Street
Stonington, CT 06378

Dear First Selectman Simmons:

I am writing in strong opposition to the FRA's current Tier I plan for the "Old Saybrook to Kenyon" bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by the proposed bypass.

The economic impact would be terrible. The bypass would negatively affect the southeastern Connecticut tourist industry particularly Mystic. This would have severe repercussions throughout this part of the world for businesses and employment.

The bypass would irreparably damage White Rock, the sole aquifer which supplies million gallons of water daily to Westerly, RI, Stonington, CT and Old Lyme. This would force the region into a radically new strategy and cost the region dearly.

The environmental impact is another consideration. There is concern that estuaries and wetlands along the Connecticut River will be negatively effected.

I urge that instead of spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, that the FRA up-grades and improves the existing rail.

Please do all in your power to make our voices heard and to get the bypass REMOVED from Tier I. Plus make a thoughtful high speed rail plan with minimum adverse affects on the southeastern Connecticut re-gion. The large money being bandied about should be used for existing infrastructure repair and up-grades.

Sincerely,

NEC FEIS Comments - RECORD #883 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Cary
Last Name : Walker
Stakeholder Comments/Issues :

Hello, I live in Lyme, CT (06371).

I OPPOSE the Old Saybrook to Kenyon, RI bypass!

How on earth can you consider this as a helpful option? Think about the big picture please.

Thank you,

Cary Walker

[redacted]

Lyme, CT 06371

NEC FEIS Comments - RECORD #884 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : James
Last Name : RePass
Stakeholder Comments/Issues :

The National Corridors Initiative would like to records it's opposition to the NEC Future document, as currently drafted, unless and until language is inserted calling for the construction of the North South Rail Link in Boston, and secondly that no high speed alignment be considered that excludes Providence from the chosen route.

Thank you.

Signed,
James P. RePass
Founding Chairman
The National Corridors Initiative

Sent from my iPhone

NEC FEIS Comments - RECORD #885 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Kenneth
Last Name : Payne
Stakeholder Comments/Issues :

Please find attached: a cover letter to Rebecca Reyes-Alicea and a copy of my previously comments.

[redacted]
Carolina, RI 02812-1108
February 28, 2017

Ms. Rebecca Reyes-Alicea, NEC Future Program Manager
U.S. D.O.T.—Federal Railroad Administration
One Bowling Green—Suite 429
New York, New York 10004

RE: NEC Future FEIS

Dear Ms. Reyes-Alicea:

Attached are the comments that I submitted on the NEC Future Final Environmental Impact Statement (FEIS) on January 31, 2017. I have since received copies of the comments submitted on the FEIS by the Rhode Island Metropolitan Planning Organization (RIMPO) and the Rhode Island Historical Preservation Officer (RIHPO). The RIMPO supports the preferred alternative, except the proposed bypass, which would go between Old Saybrook, CT, and Kenyon, RI; the RIHPO finds that the proposed bypass would adversely affect recognized historical properties and sites. I have reviewed the comments of these two cognizant agencies and find that they are consistent with the representations made in the comments I have submitted in this matter and that they effectively support the request made in my comments that the Tier 1 Record of Decision (ROD) not imbed the concept of such a bypass in Rhode Island.

I believe that this action can be accomplished by clarifying relationship between Tier 1 and Tier 2 in the Tier 1 ROD. My January 31, 2017, comments offer possible language to accomplish this purpose.

Sincerely yours,
Kenneth F. Payne, Ph.D.

Attachment.

CC:
Hon. Jack Reed, U.S. Senate
Hon. Sheldon Whitehouse, U.S. Senate
Hon. James Langevin, U.S. House of Representatives
Hon. David Cicilline, U.S. House of Representatives
Her Excellency, Gina Raimondo, Governor, State of Rhode Island
Parag Agrawal, RI Metropolitan Planning Organization
Theodore Sanderson, RI Historical Preservation Officer

"Feed Back" of Kenneth F. Payne
on the

NEC FUTURE
Tier 1 Final Environmental Impact Statement

January 31, 2017

I am a resident of Richmond, Rhode Island, a town that would be impacted by the representative route of the NEC Future project and user of conserved lands that would be affected by the representative route. I also travel by rail frequently to Providence and Boston and less often to New York and Washington, DC, and west.

I find that the overall decision regarding the preferred alternative was sound; although I believe that the alternative of a high speed rail connection between Providence and Hartford was more exciting and would have been a superior choice both in the economic benefits of connecting three state capitals/major metropolitan areas, about 78% of New England's population lives in its southern three states, and in its contribution to the larger pattern of New England transportation infrastructure.

Nevertheless, I find the Tier 1 Final Environment Impact Statement (FEIS) defective as now written and inappropriate for a record of decision (ROD) adopting as it now is. I believe this defect can be easily corrected; the correction involves an explicit clarification of the effects of a Tier 1 ROD on what can be considered in Tier 2 to avoid or, if avoidance is not feasible, to minimize impacts on the human environment.

If the Old Saybrook to Kenyon New Segment, the "bypass"--a term without definition in the glossary, is hardwired into the preferred alternative through the Tier 1 FEIS, then the environmental impacts of the "bypass" should be adequately analyzed before a ROD. If other means, which might not be characterized as a "bypass", can be used in Tier 2 to address necessary capacity improvements without substantial increases in travel times, then it appears likely that environment impacts in Rhode Island can be largely avoided or minimized.

Language could be added to section 1.3.5 or 1.3.6 to accomplish this clarification. Given the content and flow ideas in these to sections, I believe 1.3.6 would be the more appropriate, although the section title of section 1.3.5 is more apt. I offer the following clarifying language for consideration; at the end of section 1.3.6 add the paragraph:

> "In Tier 2, means other than those shown in the Tier 1 representative route may be used to avoid or minimize impacts to the human environment that would arise from implementing the Tier 1 representative route and to provide for consistency with state and local plans in effect at the time of record of decision on the Tier 1 Final Environmental Impact Statement or

> duly adopted thereafter but prior the record of decision on an applicable Tier 2 Final Environmental Impact Statement. Such other means shall be responsive to needed capacity improvements and shall not result in substantially increased travel times, especially for high-speed rail, beyond those set forth in the Tier 1 representative route for the segment. The other means may be, in whole or in part, within the footprint of the existing NEC."

Language such as this would enable state and local officials to make the massive, complex NEC Future project to work on the ground, as critical is in Tier 2 and is beyond the scope of what can be accomplished in Tier 1; yet this language does not compromise high level decisions that are appropriate to Tier 1.

The Old Saybrook to Kenyon New Segment, the "bypass", in the form of the Tier 1 representative route is clearly at odds with adopted state land use and rail transportation plans in Rhode Island.

Land Use 2025, April 2006, is the state's land use plan (adopted in accordance with the RI Administrative Procedures Act (RIGL ch. 42-35) by the State Planning Council, which is also Rhode Island's metropolitan Planning organization (MPO). *Land Use 2025* seeks to sustain an "urban – rural distinction" in the state through a statewide system of green space, community design, and infrastructure and to do this through "holistic approaches to planning" (p. vii). It holds that prime farmland should be maintained in production--the FEIS representative route would cut a succession of farms in two, and there is no plentitude of farmland in the state, so the impacts would likely be a permanent diminution of resource value. In rural areas, *Land Use 2025* points to the "Danger of loss of agricultural lands as well as of loss overall rural, open space character and unfragmented forest" (p. 3-4). The Plan calls for "context sensitive solutions in designing transportation infrastructure improvements" (p. 3-34).

Land Use 2025 points to the Pawcatuck Borderlands, of which Richmond, Charlestown, and Hopkinton are a part, as an instance of human use "encroaching on . . . presently the largest unfragmented forest in the urbanized Northeast corridor between Boston and Washington, DC. . . . The Future Land Use 2025 map considered 'forestlands (greater than 300 acres)' as a key resource" (pp. 3-29 – 3-30). The FEIS representative route blasts through two different properties held by conservancies that are above this size threshold.

Suitability factors for deciding what areas in Rhode Island have natural resource value include surface water, agricultural lands, major forests, and ground (p. 4-9) all of which would be impacted by the FEIS representative route. Furthermore the Old Saybrook to Kenyon FEIS representative route does not square well land use policies 2, 3, 4, and 5 in *Land Use 2025* (p. 2-9).

By statute (RIGL § 45-22.2-9) local comprehensive plans must be consistent with state guide plan elements, of which *Land Use 2015* is one. In January 2016, the State

Planning Council adopted Comprehensive Planning Guidance for Natural Resources for local officials to use in preparing and revising their community's comprehensive plan. Areas to be addressed in accordance with that guidance are: surface water and watersheds; groundwater areas including aquifers, reservoirs, recharge areas, and well head protection zones; wetlands; flood plains, forested areas; agricultural solid, habitat areas; scenic landscapes, and coast beaches and other coastal features including salt ponds and marshes as defined by the CRMC. Only the last of these resource areas would not be significantly impacted by the FEIS representative route, the "bypass".

The State Rail Plan (2014), another element of the state guide plan, predicted that the Providence to Boston segment of the Northeast Corridor would exceed capacity by 2020 (p. 5.6). It looked to the experience of the Freight Rail Improvement Project, completed in 2006, as a practical way to address capacity challenges in Rhode Island (p. 5.6). It went on "If additional trains are required [by Amtrak] to meet demand, capacity constraints may arise . . . over portions of the Northeast corridor where third track was not implemented" (p. 5.16). The Goals, Objectives, and Implementation Activities section of the plan recommended, "planning level analysis of a third track from T.F. Green Airport south to add capacity to accommodate commuter and freight rail movements."

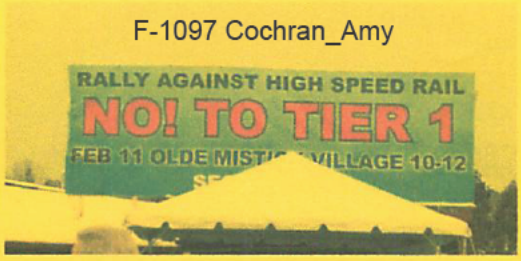
Finally, the *Freight Forward RI, the Freight and Goods Movement Plan,* approved by the State Planning Council in December 2016, while acknowledging the "bypass," includes the following in the State's "Non-Roadway Investments and Priority" table (Table 53, p. 165): "Initiate a study to investigate the feasibility and cost of adding a third track along the Northeast corridor to increase operational flexibility of commuter and freight rail service." The priority given to this strategy is high.

While Amtrak's issues with capacity and speed and those looked in the *Freight Forward* are different, they are also as a practical matter indivisible. They need to be addressed together and solved as a package. A variant on the third track approach using the NEC existing footprint might well be the way to avoid and minimize environmental impacts in Rhode Island. This is clearly a Tier 2 matter, and it is precisely to enable such work fully that the current FEIS for Tier 1 needs explicit clarification prior to a ROD. Hardwiring the "bypass" in Tier 1 creates problems in Rhode Island rather than solves them.

Respectfully submitted,

Kenneth F. Payne
[redacted] Carolina, RI 02812

F-1097 Cochran_Amy



Dear Secretary Chao,

I am writing in strong opposition to the FRA's current Tier I plan for the "Old Saybrook to Kenyon" bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by the proposed bypass. And about 1/4 mile from my front door.

The economic impact would be terrible. The bypass would cut through Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme, one of Connecticut's oldest towns have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly, RI and Stonington, CT which would force these towns to desalinate ocean water instead. It would also impact the sole aquifer which supplies water to Old Lyme.

The bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

The environmental impact is another consideration. There is concern that estuaries and wetlands along the Connecticut River will be negatively effected as well as a threat to some endangered species of birds.

And when all is said and done, only 20 minutes will have been shaved off of travel time between DC and Boston! I urge that instead of spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, that the FRA upgrades and improves the existing rail.

Please do all in your power to make our voices heard and to get the bypass REMOVED from Tier I.

Sincerely,

Amy Cochran [redacted] Stonington, CT 06378

S10-170227-046

[redacted]
Stonington CT
06378

F-1097 Cochran_Amy

HARTFORD CT 061
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Secretary Elaine Chao
US Dept of Transportation
1200 New Jersey Ave, SE
Washington DC 20590

S10-170227-046

20590-

[redacted]
Mystic, CT 06366
February 13, 2017

Ms. Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary Chao:

I am writing today regarding the Federal Railroad Administration's plan for the future of the Northeast Corridor. While rail transportation is needed and needs to be upgraded, it seems that the plan outlined by the FRA has failed to take into account the impact the rail lines will have on the towns through which they will pass. In particular, I refer to Tier 1, which would have the rail go from Old Saybrook, Connecticut, to Kenyon, Rhode Island. The route, as planned, will severely impact several communities, my home of Mystic being one, and has the potential to have a devastating effect on the environment. I find it hard to believe that planners in Washington would deliberately destroy long established neighborhoods all along the coast, an aquarium, and in Rhode Island, an aquifer and Narragansett Indian tribal lands.

The newspaper tells us that Rebecca Reyes-Alicea will be visiting Connecticut next Monday regarding Tier 1. I certainly hope she takes the time to actually view the villages through which the rail line is set to go.

Thank you for your attention to this matter. I hope that you have the opportunity to visit Southeastern Connecticut sometime in the spring.

Sincerely yours,

Robert F. Welt

ROBERT F WELT
[redacted]
MYSTIC, CT 06355-1202

Ms. Elaine Chao, Secretary
U.S. Dept. of Transportation
1200 New Jersey Ave. SE
Washington, D.C. 20590

S10-170228-007

20590-

Thomas B. Gentz
[redacted]
Charlestown, RI 02813
[redacted]

Subject: Drop the FRA Old Saybrook, CT to Kenyon, RI Bypass

Dear Secretary Chao,

I am writing to urge you to request FRA to drop the Old Saybrook, CT to Kenyon, RI Bypass (the Bypass) from the NEC Future before the end of the *Tier 1 EIS*.

We appreciate your meeting with us on Friday, February 10, 2017 and your leadership for having the FRA extend the comment time frame for the Tier 1 Final EIS.

It is crucial not to let the proposed Bypass go to Tier 2.

The important issues are:

- South County supports high speed rail to Providence.
- Create jobs now. A rapid start to job creation and rail speed improvement will be created by rail improvement on the existing right of way if the Bypass is removed from Tier 1. Upgrading the current rail bed right of way means construction and engineering jobs now, not waiting 30-50 years from now when the eminent domain process necessary for the Bypass is complete. Concentrate on the Baltimore and Hudson River Tunnels and other choke points for faster passenger service.
- The FRA proposed Bypass actually holds fast train service hostage to a lengthy process of eminent domain, numerous lawsuits and finding funding, whereas moving the preferred alternative to the current rail right of way allows upgrades and engineering to occur now to improve train service to Providence.
- The Bypass does not increase speed because it includes a tunnel. Future fast trains will go slower than they do now. According to Amtrak officials, fast trains have to slow to 80-90 mph to go through a tunnel. The Acela currently averages 100 mph on the existing tracks through Charlestown and Richmond. No time is saved, the capital cost is significant, the construction and environmental costs are large, the political and the environmental damage is great, and the return on investment is negative.
- Save Money. The Bypass will cost billions dollars in just Rhode Island alone. Upgrade the existing rail bed and save RI taxpayers hundreds of millions.
- Save time and avoid costly lawsuits. The state of Rhode Island, five

municipalities, land trusts, and the Narragansett Indian Tribe are obligated to go to court to protect dozens of properties conserved in perpetuity, which the Bypass threatens to destroy.

- Saving farms decreases food transportation costs for all Rhode Islanders.
- Save open space that are valued by residents from all over the state of RI and beyond. An attraction for Metro Rhode Island residents is how easy it is to get to the both the ocean and large recreational areas of open space in South County.
- No open space will be secure in Rhode Island and funding will in jeopardy for future open space. Public trust will be lost because open space investors believe perpetuity means forever. Rhode Island taxpayer money was used for the purchase of Open Space. Private foundations and Land Trusts *working together* will fight and litigate to protect their assets. Sale of protected land without a battle is not feasible. Often an easement protecting land and water resources have multiple trustees that would work together to fight development. The State of Rhode Island and its Department of Environmental Management is often a trustee and would be engaged here. Failure to remove the Bypass entirely from Tier 1 will force a legal response from all impacted parties. Taxpayers will be negatively impacted.
- Westerly's water supply is negatively impacted. Westerly and some of Stonington, CT would lose 60 percent of their municipal water supply. Their well field produces 6.5 M gallons a day. If a desalination plant has to be constructed due to the Bypass construction, it will cost Westerly taxpayers $73 M. The Towns of Charlestown and Richmond are dependent on private wells which could be severely impaired with tunneling and track construction.
- Technology will increase capacity and speed such as Positive Train Control. New technology not considered by the FRA proposal and an improved infrastructure utilizing the current rights of way meet the goal of increased speed on current tracks at a far lower cost.
- Wood – Pawtucket River has been nominated by Congress as a Wild and Scenic River.
- Remove the shadow of diminished property values by 25% that will needlessly hang over impacted citizens for 30-50 years near the Bypass, with no resolution, as is happening in Connecticut.
- Join with your colleagues in the State of Connecticut to drop the bypass. The Governor of Connecticut, Senator Blumenthal and Connecticut legislators oppose the Bypass. It makes no sense to keep it in RI if it doesn't connect through Connecticut. The Bypass may not make it across the Connecticut or Thames Rivers as Connecticut is blocking the Bypass.
- The Federal Railroad Administration must "make diligent efforts to involve the public," as required by C.F.R. 1506.6(a), and for the purposes of providing sufficient detail for timely decision-making. There are four decades of court decisions affirming the right of the public and the necessity of decision-makers to make an informed decision. There has been a lack of study, and information. This is a once-in-a-generation chance to

draw the blueprint for the entire Northeast Corridor, and the FRA has chosen to construct the Bypass with nothing more than "readily available information."

- Due diligence cannot follow decision making. Who makes decisions without key stakeholder engagement and data points that support the decision? The FRA put you, our Congressional Delegation, State Legislators and the Governor in this position. You must be furious that the FRA put you in this position.

The Federal Railroad Administration's (FRA) Tier 1 Final EIS is faulty and deficient with respect to jobs now in Rhode Island and impacts in South County with the entire EIS process from scoping in 2012 until and including the December 2016 release of the Final EIS has not followed the spirit of the National Environmental Policy Act (NEPA). This has resulted in significant omissions in the natural and cultural resource data, especially with respect to Section 4(f) and Section 6(f) resources. The FRA's use of incomplete data has resulted in a fundamentally flawed EIS. The many omissions and misrepresentations have already been summarized and sent to you.

The Bypass must be removed from Tier 1 and not left hanging in negotiation. Failure to remove the Bypass Proposal from Tier 1 coupled with an idea of renegotiating the terms of a modified proposal in Tier 2 will leave open the alternative of eliminating Providence as a rail center in a subsequent negotiation. Providence would still be vulnerable to being held hostage in a Tier 2 negotiation. Protect Providence and South County by pulling the Bypass idea now.

Because of the many and extreme negative environmental and cultural impacts that would be caused by the Bypass, we ask that the Bypass be removed from the plan before the ROD in Tier 1. Drop the Bypass now, fix the current railway infrastructure and ensure fast train service to Providence.

We look forward to your leadership on dropping the Bypass.

Sincerely,

Tom

Tom Gentz, Former Charlestown Town Council President

CC by email:
Senator Whitehouse
Congressman Langevin
Governor Raimondo

P.S. Some of us would be willing to take Amtrak to NY to meet with you

S10-170228-016

Mr. and Mrs. Thomas Gentz
[redacted]
Charlestown, RI 02813

F-1099 Gentz_Thomas

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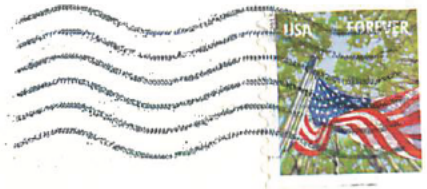

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC
20590

S10-170228-016

February 22, 2017

Dear Madam Secretary:

As a thirty-year resident of the Town of Stonington, Connecticut, I wish to discuss the new high speed rail bypass proposed between Old Lyme, Connecticut and Westerly, Rhode Island and its economic impact on our region.

A general map of the proposed bypass through our region of Southeastern Connecticut is shown on page 25 of Appendix AA in the Tier 1 Environmental Impact Statement of NEC Future. According to the map, the bypass extends well inland of the existing rail lines and runs close to I-95 over a stretch of approximately 40 miles. Most significantly, the bypass goes through the heart of Old Lyme, a well preserved and historic colonial town, and abuts the popular tourist destinations of Mystic Aquarium and Mystic Village. Unlike the existing Amtrak rail line which has convenient stops in Westerly, Mystic and New London, the bypass only has one stop and is in a remote location in Groton. Thus, it does not serve our region and tourist industry but rather only commuters traveling between Boston and New York with the ability to pay the high premium for the high-speed service. Moreover, it is also unclear whether the three existing stops and service to Boston and New York will be maintained were the bypass to be implemented.

The bypass will be devastating to our local tourist industry and many businesses will close. Mystic, which is Connecticut's most popular tourist destination, will feel the greatest impact due to the proximity of the rail line and noise pollution. But during the construction phase, which could take years, the entire area will be impacted because tourists will avoid the congestion along I-95, the busiest highway in New England during the summer.

When planning the bypass, the FRC did not realize that tourism is a key staple of our local economy. Our only other industry is defense with General Dynamics, the Groton Submarine and their numerous subcontractor as our major employers. Given the unpredictability of the defense budget and ongoing reviews by the BRAT Commission to close the submarine base, a blow to tourism could be catastrophic.

The other impact of the bypass will be declining residential property values and, in turn, education funding. Already, the uncertainty over whether the bypass will proceed has affected the real estate market in Old Lyme ("Bypass plans may have hit Old Lyme home sales," *New London Day*, February 3, 2107). There will also be tremendous upheaval for families who lose their homes under eminent domain or are subjected to noise pollution of speeding trains. Elmridge, a popular 27-hole golf course serving the recreational needs of our community, is also in the cross hairs of the bypass.

I hope I have made it clear how the bypass will adversely affect our local economy and way of life. I urge you not to proceed with the bypass but rather expand high speed rail on or adjacent to existing rail lines in our region. This would be a win-win for all parties concerned.

Thank you for your consideration.

Yours truly,

Edward F. Kleinman, Ph. D.

E F Kleinman
[redacted]
Pawcatuck, CT 06379

F-1100 Kleinmen_Edward

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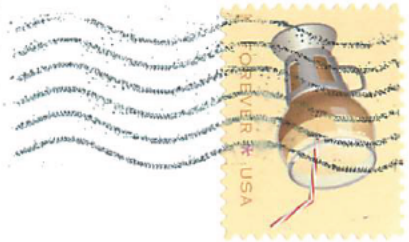

The Honorable Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

S10-170228-024

20590-

[redacted]
Mystic, CT 06366
February 14, 2017

Ms. Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary Chao:

I am writing today regarding the Federal Railroad Administration's plan for the future of the Northeast Corridor. The current plan includes a section called Tier 1, which would run a link from Old Saybrook, Connecticut, to Kenyon, Rhode Island. From what I can determine, since this plan has provide no map to the Groton population along the proposed route , this rail line will come very close to my home.

According to the part of the town directly across the river, this bypass would also go though Mystic Aquarium, a major tourist attraction in the NorthEast. I am a charter lifetime of that Aquarium . This section would be disastrous for that Aquarium . Tier 1 has to be removed from the plan.

My husband and I live in a house on a small cul-de-sac that was purchased by my husband's parents in 1961. There are nine houses on our street. Five of them are homes to schoolchildren. Two others belong to grandparents. It is wonderful, especially in warm weather, to hear the shouts and laughter of children playing. Tracks nearby would present a clear and present danger to those children. Boulder Court would no longer be a safe place for children.

I appreciate your taking the time to look into this matter and I hope that you can visit our area sometime soon. In the spring , the town is full of blooming trees, houses dating from the early days of America and the Mystic Seaport, an historical recreation of a New England seaport town.

Sincerely yours,

Lora C Welt

Lora C. Welt

S10-170228-057

Welt [redacted]
Mystic, CT 06355

F-1101 Welt_Linda

Ms Elaine Chao, Secretary
US Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

S10-170228-057

NEC FEIS Comments - RECORD #887 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name :
Last Name : Helen
Stakeholder Comments/Issues :

Stop the railroad bypass.

Please change your plans. What you have in mind for old lyme, ct. will kill us. Our environment, our history and our everyday life.

STOP!

Thank you,
Helen McDonald
Sent from my iPad

NEC FEIS Comments - RECORD #888 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sirs.

Please note e-mail sent to Rebecca Alicea before March 1, 2017. However, she is out of the office. We are sending the attached statement for your information.

Jo Conboy

In a message dated 2/28/2017 8:07:53 P.M. Eastern Standard Time, [redacted] writes:

Dear Ms. Alicea,

Please see attached letter expressing Greenwich Preservation Trust comments on high speed rails.

Thank you.

Best Regards,

Jo Conboy
Greenwich Preservation Trust
PO Box 4719
Greenwich, Ct. 06831

Attachments : GPT Comments regardin high speed rails 2-28-17.pdf (3 mb)

Greenwich Preservation Trust

greenwichpreservationtrust.org

P.O. Box 4719
Greenwich, CT 06831

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Chris Varner
Kate Young

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

Date: February 28, 2017

Dear Sir or Madam

We are writing to request that the Federal Railroad Administration unbundle, and further evaluate the planned segment of new rail corridor between New Rochelle, NY and Greens Farms, CT, prior to including this route in a NEC Future Tier 1 Record of Decision, or advancing this route into a Tier 2 environmental review. In our view, given the extraordinary density of historic, cultural, and environmental resources in Fairfield County, as well as the narrow confines for building an industrial-scale infrastructure project alongside the I-95 corridor, the "representative route" presented as part of the Tier 1 Preferred Alternative amounts to an unstudied, and premature, decision on a finalized route by the Federal Railroad Administration. As such, New Rochelle to Greens Farms fails to meet well-established standards of sufficiency for an environmental review.

Indeed, it is troubling that the NEC Final Environmental Impact Statement (FEIS) offers only vague indications of large-scale and significant impacts to Fairfield County. New Rochelle to Greens Farms is identified as one of four segments along the entire Northeast Corridor with "the great potential for impact" due to planned "elevated construction."[i] New Rochelle to Greens Farms, as new rail corridor, is further identified as having "the greatest potential … to contribute to adverse cumulative effects."[ii] Given

these indications, it is remarkable then that NEC Future fails to include even a single highway project in Connecticut as part of the baseline No Action Alternative. NEC Future fails to provide even a cursory evaluation of Connecticut's $100 billion plan for infrastructure investment, Let's Go CT! Given the historic and intensive levels of investment required to modernize rail and automobile travel along adjacent NEC and I-95 corridors, and the potential for cumulative impacts identified in the FEIS, it is remarkable that NEC Future fails to provide any substantive evaluation of cumulative impacts prior to including New Rochelle to Greens Farms in the Preferred Alternative. The Tier 1 review offers no means or data for meaningfully understanding or evaluating the noted impacts of the proposed aerial construction.

The Greenwich Preservation Trust recognizes the importance of maintaining and modernizing the existing Northeast Corridor, however, we remain unpersuaded for the purposes of Fairfield County, that NEC Future provides feasible or sound solutions. Nor, in our view, has the Federal Railroad Administration provided nearly the required detail, or study, to justify the enormous and unavoidable impacts posed by the New Rochelle to Greens Farm segment of the Preferred Alternative. A Record of Decision, foreclosing on alternate routes and solutions, in our view, will not expedite necessary infrastructure improvements, but will likely rather saddle the Federal government and the state of the Connecticut for the next decade or more with an infeasible, insensitive and unworkable plan. Given that New Rochelle to Greens Farms was not included among more than a decade worth of higher-priority projects identified as part of the "universal first phase" in the Draft Environmental Impact Statement, in our view, removing New Rochelle to Greens Farms pending further study would in no way delay needed investment or construction on the Northeast Corridor.

In the interest of gathering necessary public support, and to reach the best possible solution to the transportation needs of Connecticut and the entire Northeast Corridor, we ask that

- the Federal Railroad Administration provides public access to higher-quality "data viewer" maps already available to state and federal agencies.

- the Federal Railroad Administration holds a public hearing or open house in Fairfield County prior to the inclusion of New Rochelle to Greens Farms as part of a NEC Future Tier 1 Record of Decision.

- the Federal Railroad Administration meaningfully evaluates potential cumulative impacts from a New Rochelle to Greens Farm route prior to its inclusion in a NEC Future Tier 1 Record of Decision.

- the Federal Railroad Administration provides sufficient means to evaluate the impacts posed by aerial construction, prior to the inclusion of New Rochelle to Greens Farms as part of a NEC Future Tier 1 Record of Decision.

Sincerely,

Jo Conboy

Cc:
NEC Joint Program Advisor Rebecca Reyes-
Alicea Rebecca. Reyesalicea@dot.gov
Senator Richard Blumenthal Senator @blumenthal.senate.gov
Senator Chris Murphy Senator @murphy.senae.gov
Representative Jim Himes rep.himes@mail.house.gov
Commissioner James Redeker 'james . redeker@ct.gov'
Director Kristina Newman-Scott Kristina.newmanscott@ct.gov

Greenwich Preservation Trust

greenwichpreservationtrust.org

P.O. Box 4719
Greenwich, CT 06831

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Susan Kontos
Hon. Drew Marzullo
Esra Murray
Pamela Pagnani
Hon. John Toner
Alexa A. Vacaro
Chris Varner
Kate Young

Preliminary List of Impacted Properties

Homes along Byram Shore Road (this would then include Byram Cemetery if it would be south of I-95) as well as portions of Byram Park

Lower portion of Greenwich Historic District (mentioned in NEC document)

Firing Range for policemen

Bruce Museum

Portions of Bruce Park

Portions of Cos Cob Park

Bush-Holley site (NHL)

Portions of Strickland Road Local Historic District

Mill Pond

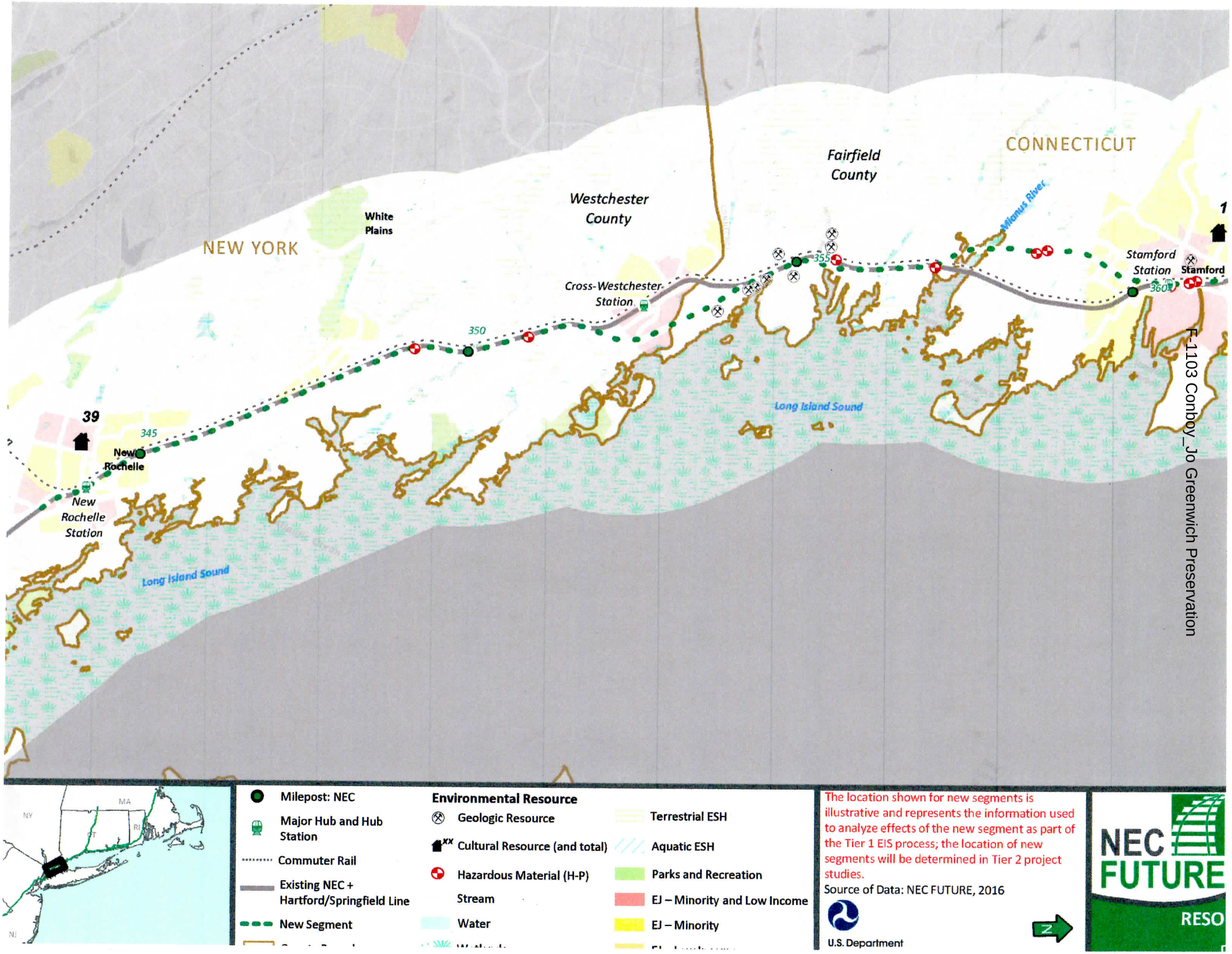
Cos Cob Inn and other portions of Mead Avenue Historic District

Possibly Greenwich Adult Day Care Center

Marina River (mentioned in NEC document)

St. Catherine's Church

Homes north and south of Route 1 in Riverside and Old Greenwich (or possibly just south of I-95 but north of railroad)


NEW YORK
CONNECTICUT
White Plains
Westchester County
Fairfield County
Cross-Westchester Station
Milanus River
Stamford Station
Stamford
New Rochelle
New Rochelle Station
Long Island Sound
Long Island Sound
39
345
350
355
360
1
F_1103 Conboy_Jo Greenwich Preservation
Milepost: NEC
Major Hub and Hub Station
Commuter Rail
Existing NEC + Hartford/Springfield Line
New Segment
Environmental Resource
Geologic Resource
Cultural Resource (and total)
Hazardous Material (H-P)
Stream
Water
Terrestrial ESH
Aquatic ESH
Parks and Recreation
EJ – Minority and Low Income
EJ – Minority
The location shown for new segments is illustrative and represents the information used to analyze effects of the new segment as part of the Tier 1 EIS process; the location of new segments will be determined in Tier 2 project studies.
Source of Data: NEC FUTURE, 2016
U.S. Department
NEC FUTURE
RESO

NEC FEIS Comments - RECORD #889 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Lucinda
Last Name : Hautaniemi
Stakeholder Comments/Issues :

I oppose the Kenyon Saybrook bypass.

Lucinda Hautaniemi
Old Lyme CT

Sent from my iPhone

NEC FEIS Comments - RECORD #890 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : sara
Last Name : sarg
Stakeholder Comments/Issues :

To whom it may concern:
I am writing in strong opposition to the FRA's current Tier I plan for the "Old Saybrook to Kenyon" bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by this bypass. I strongly urge that more investigation be done by the FRA into what the actual impact would be from an environmental and economic standpoint to all the communities, historic landmarks, fragile wetlands along the proposed path.

The economic impact would be terrible. The bypass would cut through historic parts of Old Lyme, including the Florence Griswold Museum and Lyme Academy of Arts, Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water *daily* to Westerly RI, Pawcatuck and Stonington CT. It would also impact the sole aquifer which supplies water to Old Lymeforcing these towns to desalinate ocean water to provide drinkable water to these communities! Unacceptable!

The environmental impact would be terrible. It is documented that by building a tunnel under the Connecticut River at the proposed area would devastate fragile estuaries and wetlands and pose a real threat to at least three different endangered species of birds. And the bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

When all is said and done, only 20 minutes will actually have been shaved off of travel time between DC and Boston! Instead of moving forward now with spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, the FRA needs to look carefully at all the effects of the current proposed Bypass.

I am in favor of improvements to High Speed Rail in the Northeast Corridor

but for now, I URGE the proposed Bypass be REMOVED from Tier I!

Sincerely,
S Sargent

NEC FEIS Comments - RECORD #891 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Elizabeth
Last Name : Nyberg
Stakeholder Comments/Issues :

Good evening,

I am writing in strong OPPOSITION to the FRA's Old Saybrook to Kenyon, RI bypass. It is not a well-thought out plan economically and environmentally. It totally disregards the disastrous effects on local HISTORIC towns. The money would be much better spent upgrading existing tracks, trains, and stations. Billions of dollars spent for a mere 30 minute difference. Does that really make sense?! Especially considering the number of people that actually commute by train, 30 min will not increase appeal.

It is very disconcerting to residents of southeastern CT that the FSA has not done their homework or due diligence in assessing the effects this ill-conceived plan would have on little towns, like Old Lyme, CT.

I sincerely hope that the FSA drops this absurd bypass idea.

Elizabeth Nyberg, SPT

NEC FEIS Comments - RECORD #892 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Anne
Last Name : Nyberg
Stakeholder Comments/Issues :

To Whom This May Concern,

I am writing in STRONG OPPOSITION to the FRA's Old Saybrook to Kenyon, RI bypass. A billion dollars spent to make a 30 minute difference doesn't seem justifiable. This bypass isn't going to make trips shorter if the existing tracks, trains and stations remain the same.

This is not getting to the root of the problem and it will be spending money to destroy a unique, historic town. The absent logic behind this project is outrageous.

I sincerely hope that the FSA drops this bypass idea, for that is the right, justified and sound thing to do.

-Annie Nyberg

NEC FEIS Comments - RECORD #893 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : mike
Last Name : n
Stakeholder Comments/Issues :

I am writing in strong opposition to the FRA's Old Saybrook to Kenyon, RI bypass. It is not a well-thought out plan economically and environmentally. It totally disregards the disastrous effects on local historic towns. The money would be much better spent upgrading existing tracks, trains, and stations. Billions of dollars spent for a mere 30 minute difference. Does that really make sense?

It is very disconcerting to residents of southeastern CT that the FSA has not done their homework or due diligence in assessing the effects this ill-conceived plan would have on little towns, like Old Lyme, CT.

I sincerely hope that the FSA drops this absurd bypass idea.

Michael Nyberg

NEC FEIS Comments - RECORD #894 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Christine
Last Name : Nyberg
Stakeholder Comments/Issues :

I am writing in strong opposition to the FRA's Old Saybrook to Kenyon, RI bypass. It is not a well-thought out plan economically and environmentally. It totally disregards the disastrous effects on local historic towns. The money would be much better spent upgrading existing tracks, trains, and stations. Billions of dollars spent for a mere 30 minute difference. Does that really make sense?
It is very disconcerting to residents of southeastern CT that the FSA has not done their homework or due diligence in assessing the effects this ill-conceived plan would have on little towns, like Old Lyme, CT.
It is al concerning how much this tunnel will devastatingly affect the ecosystem of the sound with all of this construction. I remember how important and special I felt having the privilege of growing up near such an intricate ecosystem and being able to learn and experience the creatures that reside there.
I fear future generations will not have the privilege of living and being surrounded by such incredible history and scenery if this bypass is constructed.
I sincerely hope that the FSA drops this absurd bypass idea.

Christine Nyberg
Sent from my iPad

NEC FEIS Comments - RECORD #895 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Alysia
Last Name : Poe
Stakeholder Comments/Issues :

To whom it may concern,

I was born an raised on the CT shoreline and I strongly oppose the plan to put a new rail system through the historic districts of several southeastern Connecticut towns.

The negative impact this plan would have on the environment, historic attractions and charm - which these towns depend on to attract both residents and tourists - would devastate this unique and uniquely preserved section of our country.

Sincerely,
Alysia Poe

Sent from my iPhone

NEC FEIS Comments - RECORD #896 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Jenn
Last Name : Miller
Stakeholder Comments/Issues :

NEC Futures,

Having read most of the published materials in both sides of the FRA Tier 1 proposal, I and my family are unequivocally against Tier 1. I ride metro north to work 3x a week, and Amtrak occasionally to NYC or Wilmington DE. Improvements on current routes wrt safety may improve timelines without creating a mess all over our coastline communities, environments, bank accounts and futures.

Please just admit the initial "plan" phase proved that this is a non-starter.

Kind regards,

Jennifer Miller
[redacted]
Old Lyme, CT 06371

NEC FEIS Comments - RECORD #897 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : catherine
Last Name : nyberg
Stakeholder Comments/Issues :

I am writing in strong opposition to the FRA's Old Saybrook to Kenyon, RI bypass. It is not a well-thought out plan economically and environmentally. It totally disregards the disastrous effects on local historic towns. The money would be much better spent upgrading existing tracks, trains, and stations. Billions of dollars spent for a mere 30 minute difference. Does that really make sense?

It is very disconcerting to residents of southeastern CT that the FSA has not done their homework or due diligence in assessing the effects this ill-conceived plan would have on little towns, like Old Lyme, CT.

I sincerely hope that the FSA drops this absurd bypass idea.

Dr. Catherine Nyberg

NEC FEIS Comments - RECORD #898 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Lydia
Last Name : Leete
Stakeholder Comments/Issues :

[redacted]
Guilford, CT 06437
February 28,2017

NEC FUTURE
U.S. Dot Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 1004

Re: NEC FUTURE Tier 1 Final EIS

Dear Sir/Madame:

We write to object to the currently proposed plan by your agency to double-track the existing double-tracked railroad line beside our home, and through the Branford-Guilford railroad corridor.
This proposal would have a devastating effect upon our well and septic system. It would also negatively affect family farm land that has been in continuous family user ship since 1705. Please consider the hardships perpetrated on our family since the first line went through our property, circa 1850. We have generationally tried to be good neighbors to the railroad for more than 165 years.
This proposal seems short sighted with minimal improvement over rail services of the present time.
We request that no such expansion of the rail corridor be considered now or in the future.

Very truly yours,

Bradford William Leete,Sr.

And

Lydia Leete

Sent from my iPad

NEC FEIS Comments - RECORD #899 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Deborah
Last Name : O'Brien
Stakeholder Comments/Issues :

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

Dear NEC FUTURE:
I am writing in strong opposition to the FRA's current Tier I plan for the "Old Saybrook to Kenyon" bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by this bypass. I strongly urge that more investigation be done by the FRA into what the actual impact would be from an environmental and economic standpoint to all the communities, historic landmarks, fragile wetlands along the proposed path.

The economic impact would be terrible. The bypass would cut through historic parts of Old Lyme, including the Florence Griswold Museum and Lyme Academy of Arts, Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water *daily* to Westerly RI, Pawcatuck and Stonington CT. It would also impact the sole aquifer which supplies water to Old Lyme forcing these towns to desalinate ocean water to provide drinkable water to these communities! Unacceptable!

The environmental impact would be terrible. It is documented that by building a tunnel under the Connecticut River at the proposed area would devastate fragile estuaries and wetlands and pose a real threat to at least

three different endangered species of birds. And the bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

When all is said and done, only 20 minutes will actually have been shaved off of travel time between DC and Boston! Instead of moving forward now with spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, the FRA needs to look carefully at all the effects of the current proposed Bypass.

I am in favor of improvements to High Speed Rail in the Northeast Corridor but for now, I URGE the proposed Bypass be REMOVED from Tier I!

Sincerely,

Deborah O’Brien

NEC FEIS Comments - RECORD #900 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Suzanne
Last Name : Thompson
Stakeholder Comments/Issues :

I respectfully request that the proposed Old Saybrook -Kenyon Bypass through central and southeastern Connecticut be removed from the Tier1 Final Environmental Impact Statement.

The decision of appropriate High Speed Rail service through Connecticut should be deferred until appropriate study and research have been conducted on the feasibility, environmental impact and disruption of the Connecticut River ecosystem and New London County. Further, the state, municipalities and communities directly impacted by proposed rail rerouting or bypass, the public and other stakeholders should be engaged in the process and their input sought in a realistic time frame and order of process.

Yes, high speed rail is critical to the transportationfuture of both the Northeast region and the country. Our existing railroad infrastructure inConnecticut, including Amtrak and state commuter routes, is in desperate needof maintenance, repair and enhancement.

But, the proposed Bypass alternative does not serve thecommunities of central or southeastern Connecticut that it would disrupt. Inbypassing potential train travelers in this region, it will not adequatelyreduce congested road traffic in the region. Given projected continued coastalsea rise, the focus should be put on moving Northeast region rail servicefurther inland, not creating, installing and hardening a coastal infrastructurethat will cause more damage than benefit over its 60-year time span.

Without more thorough input and analysis, it is not possibleto evaluate whether the preferred alternative is, in fact, the best alternativeto increase rail speed along the Northeast Corridor.

The current T1 FEIS lacks meaningful environmental analysis orthe feasibility of a tunnel beneath the Connecticut River, classified as one ofthe world's few "super rivers" for the volume of its flow, which goes into LongIsland Sound. Before this preferred alternativeshould move forward, further study is needed of the potential disruption a tunnelwould have on the Connecticut River's natural flow into Long Island Sound, thedeposition patterns of nutrient rich sediments that flow into the estuary fromfurther upstream, and the potential re-pollution of the Lower Connecticut River ecosystem that would be caused by excavation, construction and existence of the tunnel.

FRA should not move precipitously to drill a tunnel throughthe unique geography of the Lower Connecticut River Valley and its tidelands designatedas ecologically important and “internationally significant” wetlands by theinternational Ramsar Convention (United Nations Ramsar Treaty, 1975), named anAmerican Heritage River by the United States Environmental Protection Agencyand recognized as one of the Western Hemisphere’s Last 40 Great Places by TheNature Conservancy. This valley is one of the most important natural, recreational and scenic areas of the State, the Northeast and the United States.

This plan also will have devastating impacts on theenvironment, as well as potential damage to historic buildings, the culture andambiance of the historic town center of Old Lyme, as well as destroy theeconomic value of commercial and residential properties in and around theproposed route.

The proposed minimal savings of time projected to resultfrom straightening the route and bypassing this region is not worth theenvironmental degradation to the Lower Connecticut River region or the disruption of commercial communities andhistoric areas impacted by it.

Thank you,

Suzanne Thompson

Old Lyme, CT

NEC FEIS Comments - RECORD #901 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

I am writing in strong opposition to the FRA's current Tier I plan for the “Old Saybrook to Kenyon” bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by this bypass. I strongly urge that more investigation be done by the FRA into what the actual impact would be from an environmental and economic standpoint to all the communities, historic landmarks, fragile wetlands along the proposed path.
The economic impact would be terrible. The bypass would cut through historic parts of Old Lyme, including the Florence Griswold Museum and Lyme Academy of Arts, Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme have already been negatively impacted.
The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly RI, Pawcatuck and Stonington CT. It would also impact the sole aquifer which supplies water to Old Lyme forcing these towns to desalinate ocean water to provide drinkable water to these communities! Unacceptable!
The environmental impact would be terrible. It is documented that by building a tunnel under the Connecticut River at the proposed area would devastate fragile estuaries and wetlands and pose a real threat to at least three different endangered species of birds. And the bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

When all is said and done, only 20 minutes will actually have been shaved off of travel time between DC and Boston! Instead of moving forward now with spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, the FRA needs to look carefully at all the effects of the current proposed Bypass.

I am in favor of improvements to High Speed Rail in the Northeast Corridor but for now, I URGE the proposed Bypass be REMOVED from Tier I!

Ann M. Buffum
Realtor, Licensed in Connecticut and Rhode Island
2015 Leading Edge Society, Top 7% Nationally
Berkshire Hathaway Home Services, New England Properties
2 Williams Avenue
Mystic, CT 06355
fax: 860-536-1267
cell: 860-460-2154
www.annbuffum.bhhsneproperties.com

NEC FEIS Comments - RECORD #902 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : HC
Last Name : Scott
Stakeholder Comments/Issues :

As a lifelong resident of Old Lyme Connecticut ?I am opposed to the Old Saybrook to Kenyon bypass (tier one). I feel this is not a viable option that will benefit anyone, person or town or country. The cost to the citizens of this country (in dollars alone) not to mention the damage to the important estuary at the mouth of the Connecticut River - with absolutely no gain - is simply not viable.

NEC FEIS Comments - RECORD #903 DETAIL

Status : [redacted]
Record Date : 2/28/2017
First Name : Karin
Last Name : Forde Whittemore
Stakeholder Comments/Issues :

To Mr. Charles Moorman,

I am writing in strong opposition to the FRA's current Tier I plan for the “Old Saybrook to Kenyon” bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by this bypass. I strongly urge that more investigation be done by the FRA into what the actual impact would be from an environmental and economic standpoint to all the communities, historic landmarks, fragile wetlands along the proposed path.

The economic impact would be terrible. The bypass would cut through historic parts of Old Lyme, including the Florence Griswold Museum and Lyme Academy of Arts, Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly RI, Pawcatuck and Stonington CT. It would also impact the sole aquifer which supplies water to Old Lyme forcing these towns to desalinate ocean water to provide drinkable water to these communities! Unacceptable!

The environmental impact would be terrible. It is documented that by building a tunnel under the Connecticut River at the proposed area would devastate fragile estuaries and wetlands and pose a real threat to at least three different endangered species of birds. And the bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

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I am in favor of improvements to High Speed Rail in the Northeast Corridor but for now, I URGE the proposed Bypass be REMOVED from Tier I!

Sincerely, Karin Whittemore
Mystic, CT. 06355

Karin Forde Whittemore

Photographer

NEC FEIS Comments - RECORD #908 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : Sr.
Last Name : Christopher M. Regan
Stakeholder Comments/Issues :

To Whom it may concern,
I'm ,Christopher M. Regan, Sr. , from [redacted] Stonington CT . My family owns the Olde Mistick Village which the High Speed Train could go thru which is unacceptable, we OPPOSE this Saybrook to Kenyon BYPASS!!!!. The Federal Railroad Commission's tier 1 environmental impact study for the NEC. AS the owner of Olde Mistick Village, the proposed bypass would eliminate of Colonial Village which was constructed by my Grandfather in 1972.
This decimation of Olde Mistick Village, a major retail hub for the region, would not only put hundreds of residents out of work, it would dramatically alter the amount of revenue into the region. These shops draw locals and tourists alike, each contributing to this key economic hub. Its restaurants, shops and many festivals are often the highlight for visitors to southeastern Connecticut. The Mystic Aquarium and Olde Mistick Village are the #1 tourist destinations in the entire State of Connecticut!!!!!

I urge you to act on our behalf to HALT any further action on tier 1. The livelihoods of your constituents are depending on it.

Sincerely yours,

Christopher M. Regan, Sr.
[redacted]
Stonington, CT 06378
[redacted]

NEC FEIS Comments - RECORD #909 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : edward
Last Name : kobelski
Stakeholder Comments/Issues :

I am not in favor of the high speed rail bypass currently proposed through SE Connecticut. I am a Connecticut resident at [redacted] in Essex, previously in Stonington at [redacted]

Thank you for your consideration, and please contact me if needed

Edward A Kobelski

Sent from my iPhone

NEC FEIS Comments - RECORD #910 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : Lynn
Last Name : Fairfield-Sonn
Stakeholder Comments/Issues :

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

Dear Sir or Madam:

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA. The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,

Lynn G. Fairfield-Sonn
Old Lyme, Connecticut

NEC FEIS Comments - RECORD #911 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : Stacey
Last Name : Haskell
Stakeholder Comments/Issues :

Begin forwarded message:
From: sara sarg [redacted]
Date: February 28, 2017 at 8:59:45 PM EST
To: [redacted]
Subject: Tier 1 Old Saybrook to Kenyon bypass
Dear Rob,
I am writing in strong opposition to the FRA's current Tier I plan for the “Old Saybrook to Kenyon” bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by the proposed bypass.

The economic impact would be terrible. The bypass would cut through Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme, one of Connecticut's oldest towns have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly, RI and Stonington, CT which would force these towns to desalinate ocean water instead. It would also impact the sole aquifer which supplies water to Old Lyme.

The bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

The environmental impact is another consideration. There is concern that estuaries and wetlands along the Connecticut River will be negatively effected as well as a threat to some endangered species of birds.

And when all is said and done, only 20 minutes will have been shaved off of travel time between DC and Boston! I urge that instead of spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, that the FRA upgrades and improves the existing rail.

Please do all in your power to make our voices heard and to get the bypass REMOVED from Tier I.

Sincerely,
Sarael Sargent

NEC FEIS Comments - RECORD #912 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : Amy
Last Name : Hallberg
Stakeholder Comments/Issues :

To Whom It May Concern:
I am writing in strong opposition to the FRA's current Tier I plan for the “Old Saybrook to Kenyon” bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by this bypass. I strongly urge that more investigation be done by the FRA into what the actual impact would be from an environmental and economic standpoint to all the communities, historic landmarks, fragile wetlands along the proposed path.

The economic impact would be terrible. The bypass would cut through historic parts of Old Lyme, including the Florence Griswold Museum and Lyme Academy of Arts, Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly RI, Pawcatuck and Stonington CT. It would also impact the sole aquifer which supplies water to Old Lyme forcing these towns to desalinate ocean water to provide drinkable water to these communities! Unacceptable!

The environmental impact would be devastating. It is documented that by building a tunnel under the Connecticut River at the proposed area would devastate fragile estuaries and wetlands and pose a real threat to at least three different endangered species of birds. And the bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

When all is said and done, only 20 minutes will actually have been shaved off of travel time between DC and Boston! Instead of moving forward now with spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, the FRA needs to look carefully at all the effects of the current proposed Bypass.

I am in favor of improvements to High Speed Rail in the Northeast Corridor but for now, I URGE the proposed Bypass be REMOVED from Tier I!

Sincerely,
Amy J. Hallberg

NEC FEIS Comments - RECORD #913 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : Bill
Last Name : Law Jr.
Stakeholder Comments/Issues :

-----Original Message-----
From: Bill Law Jr. [redacted]
To: Amtrac-Comments <Amtrac-Comments@charlestownri.org>
Sent: Tue, Jan 10, 2017 11:35 am
Subject: Amtrac / Not Commercially Viable!

I cannot believe we're all required to commit so much of our time and our money (taxes) to supervise a business which was not commercially viable when it was taken over by the federal government years ago. It wasn't that long ago that the roadbed, ties and rails were all replaced throughout the track section in question. Kinda sounds like RIDOT's rumble strips up Rt.112, or a plan to construct a circle at the intersection of Rt.138 and Rt.112. If I've got to get from Boston to DC, I'm going to fly, not take the train. Spend the money on Logan, and start thinking about all of us, fifty years from now, (not just your own retirement).

NEC FEIS Comments - RECORD #914 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : Winnie
Last Name : Naclerio
Stakeholder Comments/Issues :

Dear Federal Railroad Administration,
We are in opposition to doubling the width of the existing double tracked rail corridor. It will have huge environmental impacts on our well water and others in the neighborhood, septic fields, drinking water, and out homes will be effected by extensive blasting. We need to give local control to our town.Please sign on the Paul Formica's legislation now.
Thank you,Sal Naclerio

NEC FEIS Comments - RECORD #915 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : brad
Last Name : bradbellows.com
Stakeholder Comments/Issues :

Dear Madam or Sir,

I emailed the attached comment yesterday to the email address <comment@necfuture.com> listed at <">https://www.fra.dot.gov/eLib/details/L17329>

I have been advised that another address may be preferable: <info.necfuture.com>, so I am resending the letter. I trust it will be considered on time, and included in your review.

Thanks for your efforts on behalf of better rail service.

Brad Bellows

Cambridge MA

---------- Original Message ----------
From: [redacted]
To: comment@necfuture.com
Date: February 28, 2017 at 4:50 PM
Subject: NEC Future FEIR comment

Please see attached comment letter in PDF

Here is the text:

Brad Bellows Architects
87 Howard Street
Cambridge MA 02139
617-661-4500

28 February 2017

Dear Madam or Sir,

As a member of the North / South Rail Link (NSRL) Working Group and the Association for Public Transportation, I strongly endorse the goals of the NEC Future process. In prior comments I supported the

most ambitious Alternate 3, because it best addressed the major economic and climate challenges we face, and most closely approximated the standard that now exists in most of the developed world. I am disappointed that the FRA has judged this approach too ambitious.

I am writing with two recommendations that I believe are critical to the project’s long-term success.

First, the FEIR should include an explicit recommendation that Boston’s 2 stub-end terminals be unified, via a North-South Rail Link, so this critical national corridor can extend through Boston, just as it does in other cities all along the eastern seaboard, and thereby resolve the capacity constraints that plague South Station and provide greater scalability than proposed terminal expansions. Allowing seamless operation to northern New England and eventually Canada will expand the benefits of NEC Future and its political support. Through-running service will also connect Massachusetts north side rail lines, and thereby provide a much more effective delivery system for potential riders across eastern Massachusetts, with significant ridership benefits for the NEC service in which we will be investing so much. As you may know, MassDOT is embarking on a renewed study of the North South Rail Link, to be completed in late 2017. We encourage the FRA to engage actively in this process and articulate the benefits of unified, through-running service from the FRA’s standpoint.

Second, having already taken a significant step back from true High Speed Rail, it is critical that there be no further erosion of performance, particularly as may result from route changes that lengthen the travel distance.

Thank you for you efforts on behalf of sustainable and efficient transportation.

Sincerely,

Brad Bellows

Architect, Steering Committee Member, NSRL Working Group

Board Member, Association for Public Transportation

Attachments : NEC Future FEIR Comment-2.28.17.pdf (101 kb)

Brad Bellows Architects 87 Howard Street, Cambridge MA 02139 617-661-4500

28 February 2017

NEC FUTURE
U.S. Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, N.Y. 10004
comment@necfuture.com

Dear Madam or Sir,

As a member of the North / South Rail Link (NSRL) Working Group and the Association for Public Transportation, I strongly endorse the goals of the NEC Future process. In prior comments I supported the most ambitious Alternate 3, because it best addressed the major economic and climate challenges we face, and most closely approximated the standard that now exists in most of the developed world. I am disappointed that the FRA has judged this approach too ambitious.

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Second, having already taken a significant step back from true High Speed Rail, it is critical that there be no further erosion of performance, particularly as may result from route changes that lengthen the travel distance.

Thank you for your efforts on behalf of sustainable and efficient transportation.

Sincerely,

Brad Bellows
Architect, Steering Committee Member, NSRL Working Group
Board Member, Association for Public Transportation

NEC FEIS Comments - RECORD #916 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : Victor
Last Name : Vroom
Stakeholder Comments/Issues :

This proposal has just come to our attention. It is exceedingly surprising that the public isn't informed of a "Public Comment Period." You will find my comments attached.

Sincerely,

Victor Vroom

Victor H. Vroom
Bearing Point Professor of Management (Emeritus)
Professor of Psychology
Yale School of Management

Julia Ann Francis and Victor H. Vroom
[redacted]
Guilford, CT 06437

February 25, 2017

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

RE: NEC FUTURE Tier 1 Final EIS

Dear Sir or Madame,

We just became aware of the aforementioned project. As owners of a home immediately adjacent to the railroad tracks in Guilford, we became extremely concerned. This projects would significantly impact our home.

Our unique house was designed by noted architect Lauren Meyers and constructed at substantial cost. The building's northern-most wall is within 80 feet of the current railroad bed. Undoubtedly the house would be substantially negatively impacted if an additional double-track line were to be built adjacent to it. In fact, we have a grave and realistic concern that our house might become uninhabitable by tracks built so close to the residence. At best, our house could be damaged by the proximity of the tracks and by the construction process.

Even if additional tracks were built north of the present tracks, the project would still present a threat to our home for a number of reasons. The first of those is that three of our four exterior walls are made of glass. Due to this, any blasting in connection with the NEC FUTURE project poses substantial risks. In addition, the increased vibration from construction as well as the eventual additional train traffic could also cause serious structural problems.

It must be noted that our well is between the north end of the house and the current railroad tracks. Clearly the NEC project would pose a severe danger to our well's stability. We were fortunate to have found drinkable water after our first attempt brought water high in salinity. If we were to lose this well, it could jeopardize our obtaining potable water. Lastly, blasting has been known to damage septic systems, which in our case was engineered at substantial cost.

Our house is surrounded to the west and northwest by environmentally sensitive wetlands. There is a pond to the northeast. These fragile areas would clearly be negatively impacted by the NEC FUTURE project.

Our home is located on [redacted] a designated State scenic highway and a National Register Historic District. This NEC project would severely effect that scenic value and certainly damage the historic homes distinctive of this area which abut the railroad.

Due to all the aforementioned reasons, this project must not be brought to fruition. The cost to homeowners, the environment, the Historic District, and the scenic highway are too great. We urge you to cease any further consideration of the NEC FUTURE project in the Branford/Guilford rail corridor.

Most sincerely,

Julia Francis

Julia Ann Francis

and

Victor Vroom

Victor H. Vroom

NEC FEIS Comments - RECORD #917 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Dear Sir or Madame,
I have attached a letter in protest to the NEC FUTURE project through Guilford, Connecticut.
Most sincerely,

Julia Francis

Julia Ann Francis
Decision Making for Leaders
[redacted]
Guilford, CT 06437 USA
[redacted]

Julia Ann Francis and Victor H. Vroom
[redacted]
Guilford, CT 06437

February 25, 2017

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

RE: NEC FUTURE Tier 1 Final EIS

Dear Sir or Madame,

We just became aware of the aforementioned project. As owners of a home immediately adjacent to the railroad tracks in Guilford, we became extremely concerned. This projects would significantly impact our home.

Our unique house was designed by noted architect Lauren Meyers and constructed at substantial cost. The building's northern-most wall is within 80 feet of the current railroad bed. Undoubtedly the house would be substantially negatively impacted if an additional double-track line were to be built adjacent to it. In fact, we have a grave and realistic concern that our house might become uninhabitable by tracks built so close to the residence. At best, our house could be damaged by the proximity of the tracks and by the construction process.

Even if additional tracks were built north of the present tracks, the project would still present a threat to our home for a number of reasons. The first of those is that three of our four exterior walls are made of glass. Due to this, any blasting in connection with the NEC FUTURE project poses substantial risks. In addition, the increased vibration from construction as well as the eventual additional train traffic could also cause serious structural problems.

It must be noted that our well is between the north end of the house and the current railroad tracks. Clearly the NEC project would pose a severe danger to our well's stability. We were fortunate to have found drinkable water after our first attempt brought water high in salinity. If we were to lose this well, it could jeopardize our obtaining potable water. Lastly, blasting has been known to damage septic systems, which in our case was engineered at substantial cost.

Our house is surrounded to the west and northwest by environmentally sensitive wetlands. There is a pond to the northeast. These fragile areas would clearly be negatively impacted by the NEC FUTURE project.

Our home is located on [redacted] a designated State scenic highway and a National Register Historic District. This NEC project would severely effect that scenic value and certainly damage the historic homes distinctive of this area which abut the railroad.

Due to all the aforementioned reasons, this project must not be brought to fruition. The cost to homeowners, the environment, the Historic District, and the scenic highway are too great. We urge you to cease any further consideration of the NEC FUTURE project in the Branford/Guilford rail corridor.

Most sincerely,

Julia Francis

Julia Ann Francis

and

Victor Vroom

Victor H. Vroom

NEC FEIS Comments - RECORD #918 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : Rick
Last Name : Kappler
Stakeholder Comments/Issues :

Dear Amtrak and others,

It would be a fatal choice to not build bicycle and pedestrian access on the new Perryville to Havre de Grace bridge. From Havre de Grace, It takes people over 80 miles to travel by foot or bicycle into Pennsylvania to use a safe bridge to cross the river and get to the other side to Perryville, Maryland.

Rick Kappler

NEC FEIS Comments - RECORD #919 DETAIL

Status : [redacted]
Record Date : 3/1/2017
First Name : Thomas
Last Name : Roth
Stakeholder Comments/Issues :

Your total disregard for the residents of my hometown, Old Lyme, is absolutely disgusting. Don't underestimate the ability of our residents to make this bypass plan more difficult for you.

Coldest regards,
Thomas

NEC FEIS Comments - RECORD #920 DETAIL

Status : [redacted]
Record Date : 3/2/2017
First Name : Betsy
Last Name : Merritt
Stakeholder Comments/Issues :

Please see the attached comments from the National Trust for Historic Preservation.

Thank you for considering our concerns.

Sincerely,

Elizabeth Merritt

Elizabeth S. Merritt, Deputy General Counsel
National Trust for Historic Preservation
2600 Virginia Ave. NW, Suite 1100
Washington, DC 20037
(202) 297-4133[X] (mobile)
(202) 588-6035[X] (Law Dep't)
Note my new e-mail address:
emerritt@savingplaces.org<mailto:emerritt@savingplaces.org>
[https://nthp-savingplaces.s3.amazonaws.com/2017/02/06/13/21/32/409/NTHP_LOGO_RGB_Tagline_email.png]

Attachments : NTHP comment on NEC FEIS Mar 1 2017.pdf (232 kb)

National Trust for Historic Preservation
Save the past. Enrich the future.

March 1, 2017

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004
via Email: info@necfuture.com

Re: Northeast Corridor NEC Future Tier 1 Final Environmental Impact Statement

Dear Federal Railroad Administration and NEC Future Project Team:

On behalf of the National Trust for Historic Preservation,[1] this letter serves as a comment on the Tier 1 Final Environmental Impact Statement (FEIS) for the Northeast Corridor NEC Future project.

While some areas of the proposed project would have a minimal adverse effect on historic resources, the portion of the project along the coast of Connecticut and Rhode Island would be devastating to historic communities under the preferred alternative, which proposes 79 miles of rail corridor on new alignment just within Connecticut–29 miles in the New Rochelle to Greens Farms Bypass, and 50 miles in the Old Saybrook to Kenyon Bypass, much of which would be elevated on aerial structures. Historic communities such as Old Lyme in Connecticut, and Charlestown in Rhode Island, would be especially hard hit. In these historic communities, the opposition to the preferred alternative—by local governments, by elected officials at all levels, and by the public at large—has been quite extraordinary.

As you know, the Connecticut Trust for Historic Preservation has submitted detailed comments on these harmful impacts, including a thorough discussion of the legal and analytical flaws of the Tier 1 FEIS. The National Trust strongly endorses the comments of the Connecticut Trust for Historic Preservation.

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[1] The National Trust for Historic Preservation is a privately funded nonprofit organization chartered by Congress in 1949 to facilitate public participation in the preservation of our nation's heritage, and to further the historic preservation policy of the United States. *See* 54 U.S.C. § 312102(a). With almost 800,000 members and supporters around the country, the National Trust works to protect significant historic sites and to advocate historic preservation as a fundamental value in programs and policies at all levels of government. In addition, the National Trust has been designated by Congress as a member of the Advisory Council on Historic Preservation, which is responsible for working with federal agencies to implement compliance with Section 106 of the National Historic Preservation Act. *Id.* §§ 304101(8), 304108(a). The National Trust also has a long-standing track record of advocacy to enforce compliance with Section 4(f) of the Department of Transportation Act, 49 U.S.C. § 303(c).

In addition, we wish to emphasize that, in our view, the proposed project fails to comply with Section 4(f) of the Department of Transportation Act. Section 4(f) prohibits the use of historic properties and park land for transportation projects unless there is no feasible and prudent alternative to doing so, and the project incorporates "all possible planning to minimize harm." 49 U.S.C. § 303(c). As the FEIS points out, a large number of Section 4(f) resources are located within and immediately adjacent to the corridor. However, the information in the FEIS regarding cultural resources and historic properties does not effectively convey the nature and magnitude of the potential adverse impacts to those resources.

The FEIS assumes that Section 4(f) compliance will occur much later in the process, during the Tier 2 review. However, the FEIS acknowledges that the agency must ensure that opportunities to avoid and minimize harm to historic resources, as required by Section 4(f), "have not been *precluded* by decisions made at the Tier 1 stage." FEIS at 7.16-13 (emphasis added); *cf.* 23 C.F.R. § 774.7(e)(1). We believe that compliance with Section 4(f) will indeed be precluded, unless this portion of the project is removed from the Tier 1 Record of Decision. It is simply not possible for the agency to make any meaningful determination that there is no feasible and prudent alternative to the use of historic resources protected by Section 4(f). *See Corridor H Alternatives, Inc. v. Slater,* 166 F.3d 368 (D.C. Cir. 1999).

In sum, we urge the Federal Railroad Administration to remove from its Tier 1 Record of Decision the portions of the project in Connecticut and Rhode Island that involve bypasses on new alignment and other draconian impacts on historic resources. Instead, the agency should conduct more detailed reviews to develop feasible and prudent alternatives that would avoid and minimize harm to these resources.

Thank you for considering the comments of the National Trust for Historic Preservation.

Sincerely,

Elizabeth Merritt

Elizabeth S. Merritt
Deputy General Counsel

cc: Laura Shick, Federal Preservation Officer, Federal Railroad Administration
Amishi Castelli, Environmental Protection Specialist,
Federal Railroad Administration
Chris Wilson, Charlene Vaughn, and Reid Nelson,
Advisory Council on Historic Preservation
Kristina Newman-Scott, Connecticut State Historic Preservation Officer
Daniel Mackay and Gregory Stroud,
Connecticut Trust for Historic Preservation

NEC FEIS Comments - RECORD #921 DETAIL

Status : [redacted]
Record Date : 3/2/2017
First Name :
Last Name : billo
Stakeholder Comments/Issues :

I strongly oppose the Old Saybrook, CT to Kenyon, RI Railroad By-Pass !!!
Wm O'Shaughnessy
Property owner, Old Lyme, CT 06371

NEC FEIS Comments - RECORD #922 DETAIL

Status : [redacted]
Record Date : 3/2/2017
First Name : Kent
Last Name : Bloomer
Stakeholder Comments/Issues :

Dear Madam/Sir,

This is a note to voice our opposition to the quadruple-tracking plan and our wish to see it removed from the Tier 1 ETS. We live at [redacted] in Guilford, Connecticut. Our house was built in 1851, the same year the railroad tracks across the street were being constructed. A large rock thrown into the cellar hole of our house by the blasting still remains in our cellar!

We are in a historic district and our house is eligible for the National Register of Historic Places. Our water supply is dependent on local aquifers. We already lost one well when the railroad was electrified, several years ago.

Very sincerely,

Leonor and Kent Bloomer

NEC FEIS Comments - RECORD #923 DETAIL

Status : [redacted]
Record Date : 3/2/2017
First Name : Alan
Last Name : Fairbank
Stakeholder Comments/Issues :

Dear FRA:

We are abutting landowners (in Guilford, CT) to be potentially affected by the proposed $135 billion plan for modernizing the Northeast corridor for high-speed rail.

We have attached our letter stating our opposition to the proposal, with itemization of the ways in which the proposal will negatively impact our lives and private property adjacent to the tracks.

Please give due consideration to the issues we raise.

Yours truly,
Cheryl Wilcox, Esq.
Alan Fairbank, PhD
[redacted]
Guilford, CT 06437 USA
[redacted]
emails: [redacted]
Attachments : FRA Tier 1 EIS 1.pdf (170 kb)

Cheryl Wilcox, Esq.
Alan Fairbank, PhD
[redacted]
Guilford, CT 06437
e-mails: [redacted]

2 March 2017

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

Dear Sir/Madam:

Re: NEC FUTURE Tier 1 Final EIS (Environmental Impact Statement)

We own two parcels of land in Guilford, CT, which directly abut the right-of-way of the current double-line track running from New York to Boston. These parcels of land are adjacent one to the other. One is a building lot. The other is the location of our home (100 yards from the tracks) and a rental cottage (50 yards from the tracks). Both homes face the tracks looking north (they are south of the tracks). We are writing to express our vigorous opposition to the $135 billion plan to "modernize" the Northeast corridor track, as it would greatly encroach upon our private land, cause the water well and septic system to require substantial relocation (if water could be found), move more and faster moving trains much closer to our front doors, and substantially lower the market value of our property. The building lot would be irreparably harmed as the taking of land to the south of the tracks would eliminate the space for the septic system and water well on which the building permit depends. We are just one of many homes on the south side of the tracks in Guilford that would be negatively affected by the modernization plan. Others are much closer to the tracks and a southward expansion would require the demolition of homes almost 300 years old. Some are registered historic landmarks.

We would be less opposed to a northward expansion of the current double-line into West Woods. That would have the advantage (along our section) of taking no private land, straightening a curve (to facilitate higher speeds), and being farther away from our front door. We still vigorously object to widening the tracks to accommodate four lines as it would negatively impact our ability to enjoy sitting in front of our home without more frequent, noisy interruptions from passing trains.

Yours truly,
Cheryl Wilcox, Esq.
Alan Fairbank, PhD

NEC FEIS Comments - RECORD #924 DETAIL

Status : [redacted]
Record Date : 3/6/2017
First Name : Lisa
Last Name : Pyne
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the inclusion of the Kenyon to Old Saybrook Bypass in NEC Future planning. I am also writing to object to the limited notice, and opportunity to comment on the plan. I first learned about plans for a Kenyon to Old Saybrook Bypass on *September 15, 2017.*

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for a Kenyon to Old Saybrook Bypass. There is also mounting evidence that the Federal Railroad Administration failed to comply with either the spirit or the letter of the law, by selecting the Kenyon to Old Saybrook Bypass as part of the Final Environmental Impact Statement (F-EIS) prior to public comment, on or before, November 15, 2015.

To be clear, the Kenyon to Old Saybrook Bypass poses intolerable and unsustainable impacts to the dense historic and environmental resources which define both Southeastern Connecticut and Southwestern Rhode Island.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, a 60-day extension of the deadline for public comment from January 31, 2017 to April 1, 2017, is not only in the public interest, but has clear precedent. Indeed, a similar extension was granted to review much less extensive plans for the “All Aboard Florida” high speed rail planning initiative in Florida. The Federal Railroad Administration has enjoyed flexible deadlines throughout the planning process, surely, the public deserves an equivalent opportunity to provide informed and meaningful comment before this critical document is finalized.

Sincerely,
Lisa E. Pyne

New Address:

[redacted]
Delray Beach, Florida 33483

_____

[redacted]
Greenwich,CT 06830

_____

[redacted]

NEC FEIS Comments - RECORD #925 DETAIL

Status : [redacted]
Record Date : 3/6/2017
First Name : ALEXANDRA
Last Name : MCCAGG
Stakeholder Comments/Issues :

Dear NEC FUTURE,
I am writing in strong opposition to the FRA's current Tier I plan for the “Old Saybrook to Kenyon” bypass. The FRA has not taken into account the severe negative impact on all of the communities in Connecticut and Rhode Island affected by this bypass. I strongly urge that more investigation be done by the FRA into what the actual impact would be from an environmental and economic standpoint to all the communities, historic landmarks, fragile wetlands along the proposed path.

The economic impact would be terrible. The bypass would cut through historic parts of Old Lyme, including the Florence Griswold Museum and Lyme Academy of Arts, Mystic Aquarium, Olde Mystick Village and many small businesses along its path. The Aquarium is one of the state's biggest tourist attractions. It has been documented that property values in Old Lyme have already been negatively impacted.

The bypass would irreparably damage White Rock, the sole aquifer which supplies 6.5 million gallons of water daily to Westerly RI, Pawcatuck and Stonington CT. It would also impact the sole aquifer which supplies water to Old Lyme forcing these towns to desalinate ocean water to provide drinkable water to these communities! Unacceptable!

The environmental impact would be terrible. It is documented that by building a tunnel under the Connecticut River at the proposed area would devastate fragile estuaries and wetlands and pose a real threat to at least three different endangered species of birds. And the bypass would cut through farmland including a fourth generation cattle farm in Charlestown, RI, Narragansett Tribal Land and some of the most historic properties in our region. This is just not acceptable!

When all is said and done, only 20 minutes will actually have been shaved off of travel time between DC and Boston! Instead of moving forward now with spending $135 billion on new bridges and tunnels cutting through historic towns, farmland, tribal land, disrupting natural ecological systems and sources of clean water, the FRA needs to look carefully at all the effects of the current proposed Bypass.

I am in favor of improvements to High Speed Rail in the Northeast Corridor but for now, I URGE the proposed Bypass be REMOVED from Tier I!

Sincerely Alexandra McCagg

F-1137 Allen_Milton

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MILTON D. ALLEN

Address: [redacted]

Town, State, Zip: OLD LYME, 06371 CT

Email address: [redacted] Date: 6/18/2017

F-1137 Allen_Milton

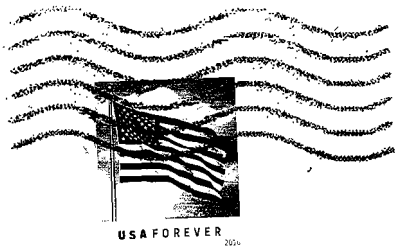
Milton N. Allen

[redacted]

ESSEX, CT 06426

HARTFORD CT 061

23 JAN 2017 PM 5 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1138 Ames_Deb

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: DeB AmES

Address: [redacted]

Town, State, Zip: OLD LYME, CT. 06371

Email address: _____ Date: 2/1/17

F-1138 Ames_Deb

HARTFORD CT 061

04 FEB 2017 PM 4 L

Return Address:

[redacted]

OLD LYME, CT.

06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1139 Armstrong_Rebecca

Dear Ms. Reyes-Alicea:

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Name: Rebecca W. Armstrong

Address: [redacted]

Town, State, Zip: Madison, CT 06443

Email address: [redacted] Date: 1/02/17

F-1139 Armstrong_Rebecca

HARTFORD CT 061

23 JAN 2017 PM 4 L

Return Address:

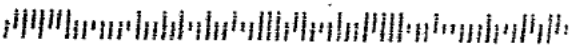
R W Armstrong

[redacted]

Madison, CT 06443

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204



F-1140 WinnerArrayo_James

Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: James N. Winner · Arrayo

Address: [redacted]

Town, State, Zip: Essex CT 06426

Email address: N/A Date: 2/7/17

F-1141 Beal_Charles

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: CHARLES L. BEAL

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 1/24/17

F-1141 Beal_Charles

WEST PALM BCH FL 334
25 JAN 2017 PM 3 L

Return Address:
C L BEAL
[redacted]
OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

F-1142 Bessinger_August

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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Name: AUGUST BESSINGER

Address: [redacted]

Town, State, Zip: LYME, CT 06371

Email address: _____ Date: 2-16-17

Return Address:

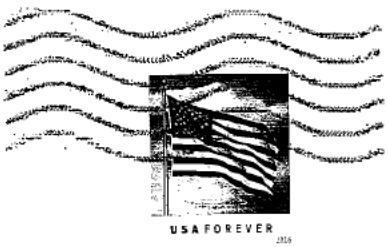
AUGUST BESSINGER

[redacted]

LYME, CT 06371

HARTFORD CT 061

16 FEB 2017 PM 2 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

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Name: Anne Bing

Address: [redacted]

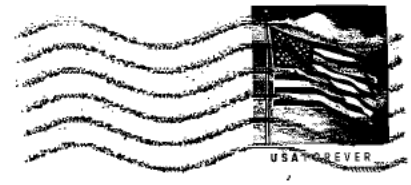
Town, State, Zip: Old Lyme CT 06371

Email address: _____ Date: _____

F-1143 Bing_Anne

HARTFORD CT 061

07 FEB 2017 PM 2 L



Return Address:

Anne Bing
[redacted]
Old Lyme, CT 06371-1149

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1144 Bingham Marian

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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.
6. Looking at all the Alternatives, the Hartford Route is the best choice & best for the State (fastest)

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MARIAN BINGHAM

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 2.16.17

F-1144 Bingham_Marian

HARTFORD CT 061
16 FEB 2017 PM 8 L

Return Address:

[redacted]

OLD LYME, CT
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1145 Bouffard_Pauline

Dear Ms. Reyes-Alicea:

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Name: Pauline Bouffard

Address: [redacted]

Town, State, Zip: Westbrook, Ct. 06498

Email address: _____ Date: 1/13/2017

HARTFORD CT 061

F-1145 Bouffard_Pauline

23 JAN 2017 PM 7 L

Return Address:

Pauline Bouffard

[redacted]

Westbrook, Ct. 06498

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1146 Britt_Thomas

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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Name: Thomas J. Britt

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1-31-17

HARTFORD CT 061
F-1146 Britt_Thomas
02 FEB 2017 PM 4 L

Return Address:

_____

_____

_____

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1147 Brown_Lyn

Dear Ms. Reyes-Alicea:

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Name: Lyn S. Brown

Address: [redacted]

Town, State, Zip: LYME, CT 0637[redacted]

Email address: [redacted] Date: 1-27-17

HARTFORD CT 061
F-1147 Brown_Lyn
28 JAN 2017 PM 1 L

Return Address:
L. Brown
[redacted]
HMC, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4

F-1148 Buchas_Charlotte

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

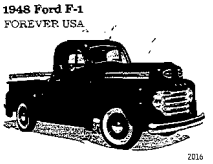
Name: Charlotte Buchas

Address: [redacted]

Town, State, Zip: Old Saybrook, CT 06475

Email address: — Date: 1/19/17

F-1148 Buchas_Charlotte



Return Address:
[redacted]
Old Saybrook, CT
06475

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004814S2 0014

F-1149 Buchas_Robert

Dear Ms. Reyes-Alicea:

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4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Robert Buchas

Address: [redacted]

Town, State, Zip: Old Saybrook, CT 06475

Email address: — Date: 1/19/17

F-1149 Buchas_Robert

Return Address:

[redacted]

Old Saybrook, CT
06475

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

F-1150 Carroll_Paul

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: PAUL CARROLL [redacted]

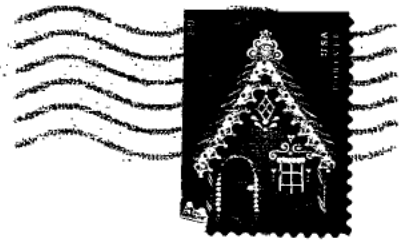
Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: NO COMPUTER Date: 1/29/17

F-1150 Carroll_Paul

HARTFORD CT 061
30 JAN 2017 PM 6 L



Return Address:

Carroll
[redacted]
Ocolymect
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1151 Charnok_ Colman

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: COLMAN CHARNOK

Address: [redacted]

Town, State, Zip: LYME, CT 06371

Email address: [redacted] Date: 1/26/17

HARTFORD CT 061
F-1151 Charnok_ Colman
27 JAN 2017 PM 7 L

Return Address:

C.J. CHARNOK
[redacted]
LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1152 Charnok_Diana

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Diana Charnok

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address [redacted] 4/11/2017

F-1152 Charnok_Diana

Return Address:

DCharnok
[redacted]
Lyme, CT 06371

HARTFORD CT 061

27 JAN 2017 PM 5 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1153 Childs_Elsie

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Elsie C Childs

Address: [redacted]

Town, State, Zip: Old Lyme, CT. 06371

Email address: [redacted] Date: 1/20/2017

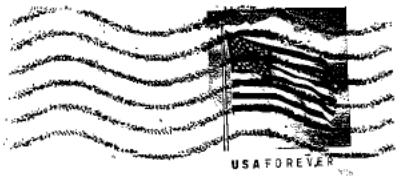
F-1153 Childs_Elsie

Return Address:

CHILDS

[redacted]

Old Lyme, Connecticut 06371



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520

F-1154 Church_Donald

Dear Ms. Reyes-Alicea: Sra. Estimada Reyes-Alicea

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: DONALD YALE CHURCH

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 28-JAN-2017

F-1154 Church_Donald

Return Address: Church, D.Y.

[redacted]

Old Lyme, CT.
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

F-1154 Church_Donald

Church
[redacted]
APT 24
Rd. Lyme CT
06371

HARTFORD CT 061
28 JAN 2017 PM 4 L

SRta. Rebecca Reges-Alicea
Program Manager
Fed. Rail Admin
One Bowling green Suite 429
10004$1415 C014 New York NY 10004-1415

F-1155 Ciaccia_Jane

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Jane Ciaccia

Address: [redacted]

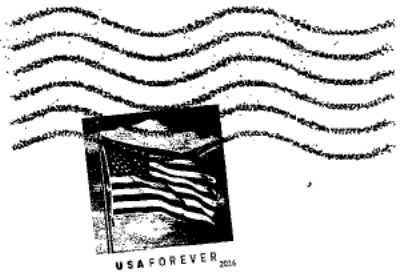
Town, State, Zip: Old Saybrook CT 06475

Email address: _____ Date: 1/27/17

HARTFORD CT 061
F-1155 Ciaccia_Jane
26 JAN 2017 PM 6 L

Return Address:

Vito Ciaccia
[redacted]
Old Saybrook, CT 06475



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1156 Conniff_Karen

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Karen Conniff

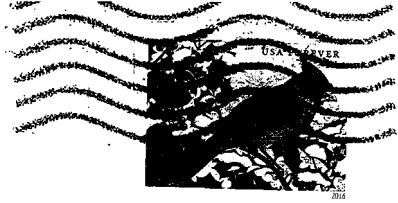
Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/21/17

F-1156 Conniff_Karen

HARTFORD CT 061
23 JAN 2017 PM 3 L



Return Address:
Conniff
[redacted]
Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1157 Conniff_Richard

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Richard Conniff

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1.17.17

F-1157 Conniff_Richard

Return Address:
Conniff
[redacted]
Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14E204

F-1158 Cook_Carolyn

HARTFORD CT 061

30 JAN 2017 PM 5 L

Return Address:

Carolyn C. Cook
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1158 Cook_Carolyn

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Carolyn S. Cook

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: _____ Date: 1/30/17

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MARY COZZOLINO

Address: [redacted]

Town, State, Zip: ESSEX CT 06426

Email address: [redacted] Date: 1-27-17

TAMPA FL 335
ST PETERSBURG FL
30 JAN 2017 PM 7 L

F-1159 Cozzolino Mary

Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1160 Davis_Kathleen

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Kathleen Davis

Address: [redacted]

Town, State, Zip: Niantic, CT 06357

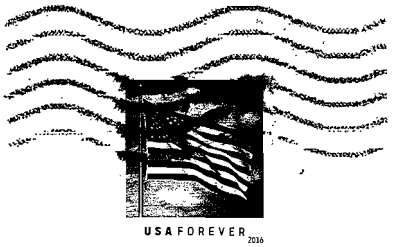
Email address: [redacted] Date: 2-1-17

F-1160 Davis_Kathleen

Return Address:

Kathleen Davis
[redacted]
Niantic, CT 06357-3100

HARTFORD CT 061
02 FEB 2017 PM 4 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1161 Debruyn_Marianne

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MARIANNE DE BRUYN

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 2/4/2016

F-1161 Debruyn_Marianne

Return Address:

Marianne E. Or Mark L. Debruyn
[redacted]
Old Lyme, CT 06371-1867

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

1000481452 C014

F-1162 Debruyn_Mark

Dear Ms. Reyes-Alicea,

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MARK DE BRUYN

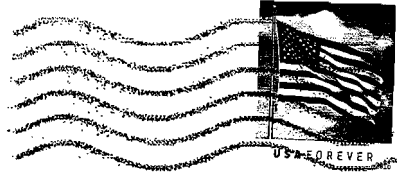
Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 2/4/2016

F-1162 Debruyn_Mark

HARTFORD CT 061
06 FEB 2017 PM 5 L



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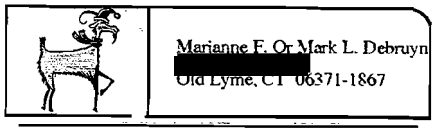
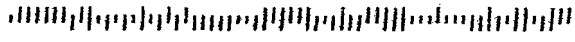

Marianne F. Or Mark L. Debruyn
[redacted]
Old Lyme, CT 06371-1867

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204



F-1163 Decker_Patricia

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

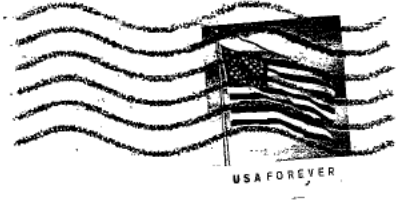
Name: PATRICIA DECKER

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: _____ Date: 1/22/17

HARTFORD CT 061
F-1163 Decker_Patricia
23 JAN 2017 PM 7 L



Return Address:

Pat Decker
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1164 Decker_Peter

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

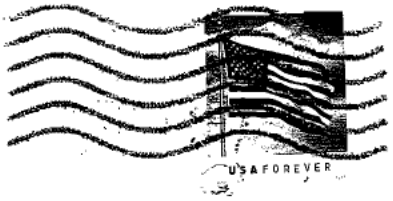
Name: PETER DECKER

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: _____ Date: 1/22/17

HARTFORD CT 061
F-1164 Decker_Peter
23 JAN 2017 PM 7 L



Return Address:

D Pat Decker
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Charles Delinks

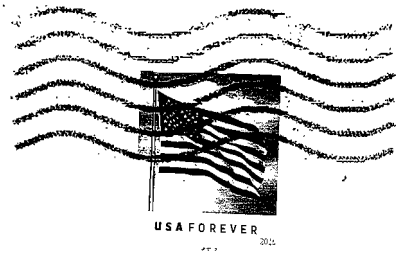
Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/31/17

Return Address:

HARTFORD CT 061
F-1165 Delinks_Charles
31 JAN 2017 PM 7 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1166 DiProspero_Erin Madison

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

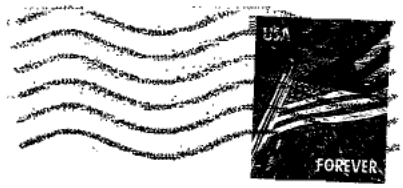
Name: Erin DiProspero

Address: [redacted]

Town, State, Zip: Madison CT 06443

Email address: [redacted] Date: 1-19-17

F-1166 DiProspero_Erin Madison



HARTFORD CT 061
23 JAN 2017 PM 5 L

Return Address:
Erin DiProspero
[redacted]
Madison, CT 06443

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1167 DiProspero_Erin Old Lyme

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

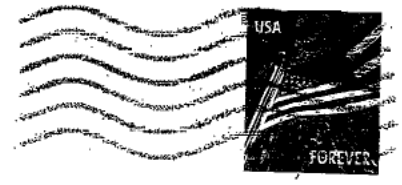
Name: Erin DiProspero

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1.19.17

HARTFORD CT 061
F-1167 DiProspero_Erin Old Lyme
23 JAN 2017 PM 7 L



Return Address:
Erin DiProspero
[redacted]
Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1168 DiProspero_Mike Old Lyme

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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Name: Mike DiProspero

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: _____ Date: 1/19/17

F-1168 DiProspero_Mike Old Lyme

HARTFORD CT 061

23 JAN 2017 PM 5 L

Return Address:

Mike DiProspero

[redacted]

Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1169 DiProspero_Mike Madison

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Mike DiProspero

Address: [redacted]

Town, State, Zip: Madison CT 06443

Email address: _____ Date: 1.19.17

F-1169 DiProspero_Mike Madison

Return Address:
Mike DiProspero
[redacted]
Madison CT 06443

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

F-1170 Dixon_Nora

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Nora Dixon

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/18/17

F-1170 Dixon_Nora

Return Address:

N. DIXON

[redacted]

Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1171 Donkin_Connie

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: CONNIE DONKIN

Address: [redacted]

Town, State, Zip: LYME, CT. 06371

Email address: [redacted] Date: 2/14/17

F-1171 Donkin_Connie

16 FEB 2017 PM 5 L

Ret
Ms Constance Donkin
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

F-1172 Dorman_Carol and Harvey

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Carol Dorman & HARVEY DORMAN

Address: [redacted]

Town, State, Zip: Old Lyme, CT. 06371

Email address: [redacted] Date: 2/16/17

Return Address:
DORMAN
[redacted]
Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

DORMAN
[redacted]
Old Lyme CT. 06371

HARTFORD CT 061
18 FEB 2017 PM 4 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1172 Dorman_Carol and Harvey

F-1173 Dunbar_Julie

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: JULIE H. DUNBAR

Address [redacted]

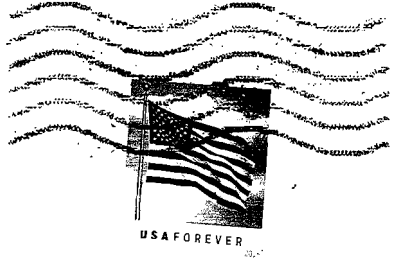
Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 1/23/2017

HARTFORD CT 061

F-1173 Dunbar_Julie

24 JAN 2017 PM 2 L



Return Address:

[redacted]

Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1174 Dunbar_William

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: WILLIAM K. DUNBAR

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email ad[redacted] Date: 1/23/17

F-1174 Dunbar_William

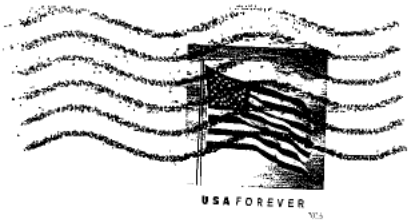
Return Address:

W. Dunbar

[redacted]

Old Lyme CT 0637[illegible]

23 JAN 2017 PM 5 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1175 Edmonstone_Elizabeth

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: ELIZABETH EDMONSTONE

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371 [redacted]

Email address: [redacted] Date: 1-21, 2017

F-1175 Edmonstone_Elizabeth

HARTFORD CT 061
27 JAN 2017 PM 4 L

Return Address:
ELIZABETH Edmonstone
[redacted]
Old LyME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4

F-1176 Edmonstone_Robert

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Robert L. Edmonstone, DDS

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/26/17

F-1176 Edmonstone_Robert

Return Address:
ROBERT EDMONSTONE
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004814E2 0014

F-1177 Fairchild_Nancy

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Nancy Fairchild

Address: [redacted]

Town, State, Zip: WESTBROOK, CT 06498

Email address: [redacted] Date: 1/18/17

HARTFORD CT 061

F-1177 Fairchild_Nancy

23 JAN 2017 PM 4 L

Return Address:

Fairchild

[redacted]

WESTBROOK, CT 06498

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1178 Fiske_Edward

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: EDWARD D FISKE JR

Address: [redacted]

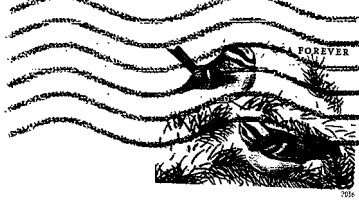
Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 01/26/17

HARTFORD CT 061

F-1178 Fiske_Edward

26 JAN 2017 PM 1 L



Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1179 Fogg_Harry

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Harry Cooley Fogg

Address: [redacted]

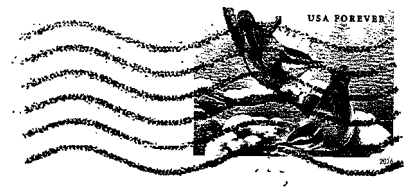
Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/27/17

F-1179 Fogg_Harry

HARTFORD CT 061

30 JAN 2017 PM 5 L



Return Address:

Harry G. Fogg
[redacted]
Old Lyme, CT 06371-1499

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1180 Fogg_Russell

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: RUSSELL D. FOGG

Address: [redacted]

Town, State, Zip: OLD LYME, CT. 06371

Email address: [redacted] Date: 1/28/2017

HARTFORD CT 061

F-1180 Fogg_Russell

28 JAN 2017 PM 4 L

Return Address:

RUSSELL D. FOGG

[redacted]

OLD LYME, CT. 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1181 Forbis_John

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: John L. Forbis

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: January 29, 2017

HARTFORD CT 061

F-1181 Forbis_John

30 JAN 2017 PM 3 L

Return Address:

JOHN C. FORBIS

[redacted]

OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1182 Fox_Susan

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Susan Fox

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 1/16/17

HARTFORD CT 061

F-1182 Fox_Susan

29 JUN 2017 PM 1 L

Return Address:

Susan Fox

[redacted]

Hadlyme, CT 06439

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1183 Fulton_Adria

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Adria Fulton

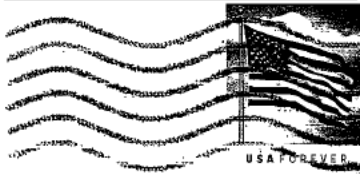
Address: [redacted]

Town, State, Zip: East Lyme, CT 06333

Email address: [redacted] Date: 1/31/17

F-1183 Fulton_Adria

HARTFORD CT 061
02 FEB 2017 PM 4 L



Return Address:
Adria Fulton
[redacted]
East Lyme, CT 06333

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

F-1184 Girasoli_Lauren

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: [redacted]

Address: [redacted]

Town, State, Zip: [redacted]

Email address: [redacted] Date: [redacted]

F-1184 Girasoli_Lauren

Return Address:

[redacted]

Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

F-1185 Godfrey Fogg_Ann

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: ANN GODFREY-FOX

Address: [redacted]

Town, State, Zip: OLD LYME CT. 06371

Email address: [redacted] Date: 27.1.2017

F-1185 Godfrey Fogg_Ann

Return Address:

Mr. & Mrs. Godfrey-Fogg
[redacted]
Old Lyme, CT 06371-1499

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

1000481452 0014

F-1186 Griswold_Evan

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: EVAN S. GRISWOLD

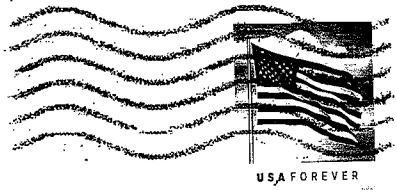
Address: [redacted] OLD LYME, CT

Town, State, Zip: 06371

Email address: [redacted] Date: 01/27/17

F-1186 Griswold_Evan

HARTFORD CT 061
28 JAN 2017 PM 5 L



Return Address:
E.S. GRISWOLD
[redacted]
OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Mary Guitar

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 1/20/17

This bypass idea is ridiculous! Come up w/ a better plan!

F-1187 Guitar_Mary

HARTFORD CT 061
27 JAN 2017 PM 5 L

Return Address:
Guitar
[redacted]
Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1188 Hack_Barbara

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

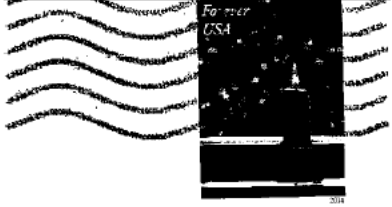
Name: Barbara Hack

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1-28-17

HARTFORD CT 061
F-1188 Hack_Barbara
04 FEB 2017 PM 3 L



Return Address:

Gregory and Barbara Hack
[redacted]
Old Lyme, Connecticut 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1189 Holland_Leo

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass ~~be removed~~ from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the ~~upgrading~~ of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Leo P Holland Jr

Address: [redacted]

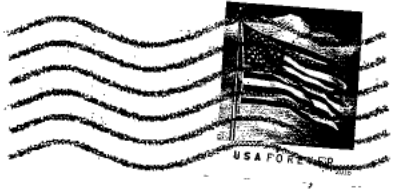
Town, State, Zip: Old Lyme CT 06371 - 1303

Email address: [redacted] Date: Feb 16 2017

Mr. Leo Holland
[redacted]
Old Lyme, CT 06371-1303

F-1189 Holland_Leo

HARTFORD CT 061
18 FEB 2017 PM 4 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1190 Horton_Susan

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Susan Horton

Address: [redacted]

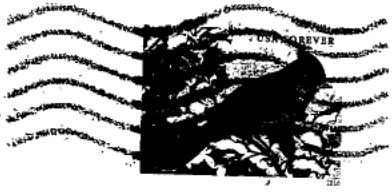
Town, State, Zip: Old Lyme, CT 06371

Email address: _____ Date: 1/20/17

HARTFORD CT 061

F-1190 Horton_Susan

25 JAN 2017 PM 6 1



Return Address:

Frith

[redacted]

Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1191 Hungerford_Doris

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Doris Hungerford

Address: [redacted]

Town, State, Zip: Lyme, CT. 06371

Email address: [redacted] 1/22/2017

F-1191 Hungerford_Doris

Return Address:
Doris Hungerford
[redacted]
Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

F-1192 Lander_Ann

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Ann Lander

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: _____ Date: 2/8/17

F-1192 Lander_Ann

Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

F-1193 Lander_Karl

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Karl Lazder

Address: [redacted] Waterbury VT 05676

Town, State, Zip: Duxbury VT / Old Lyme CT 06371

Email address: _____ Date: 2/8/17

HARTFORD CT 061
F-1193 Lander_Karl
08 FEB 2017 PM 7 L

Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1194 Lears_Philips

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Katherine Lears and Toni Phillips (KATHERINE LEARS and Toni Phillips)

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 22 JAN 2019

HARTFORD CT 061

F-1194 Lears_Philips

23 JAN 2017 PM 3 L

Return Address:

Lears + Philips

[redacted]

Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1195 Lenihan_Patricia

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Patricia A. Lenihan

Address [redacted]

Town, State, Zip: Westbrook CT 06498

Email address: [redacted] Date: 1/22/17

HARTFORD CT 061

F-1195 Lenihan_Patricia

23 JAN 2017 PM 7 L

Return Address:

Lenihan
[redacted]
Westbrook, CT 06498

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MARY LENNON

Address: [redacted]

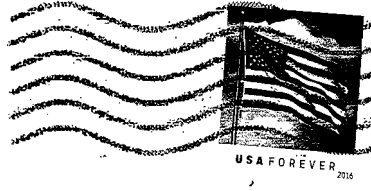
Town, State, Zip: SOUTH LYME CT. 06376

Email address: [redacted] Date: 1/26/17

HARTFORD CT 061

F-1196 Lennon_Mary

26 JUN 2017 PM 5 L



Return Address:

M. Lennon

[redacted]

South Lyme, CT 06376

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1197 Levin_Joan

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: JOAN LEVIN

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: _____ Date: 01/30/2017

F-1197 Levin_Joan

HARTFORD CT 061

31 JAN 2017 PM 4 L

Return Address:

K. LEVIN

[redacted]

OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1198 Levin_Kenneth

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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Name: KENNETH C. LEVIN

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: _____ Date: 01/30/2017

HARTFORD CT 061

F-1198 Levin_Kenneth

31 JAN 2017 PM 6 L

Return Address:

JOAN LEVIN

[redacted]

OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1199 Lewis_Arthur

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: ARTHUR LEWIS

Address: [redacted]

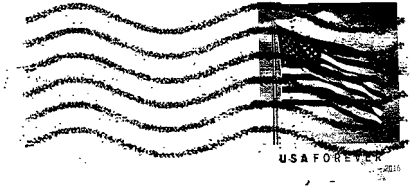
Town, State, Zip: OLD LYME CT. 06371

Email address: _____ Date: 1/23/17

HARTFORD CT 061

F-1199 Lewis_Arthur

24 JAN 2017 PM 5 L



Return Address:

Arthur Lewis
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1200 Lewis_Concetta

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: CONCETTA C. LEWIS

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 1/23/17

HARTFORD CT 061

F-1200 Lewis_Concetta

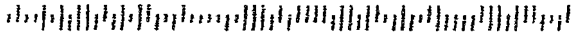
24 JAN 2017 PM 1 L

Return Address:

Concetta Lewis
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14204



F-1201 Lieberman_Lorraine

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Lorraine Lieberman

Address: [redacted]

Town, State, Zip: Killingworth, CT 06419

Email address: _____ Date: 1-20-17

HARTFORD CT 061

F-1201 Lieberman_Lorraine

24 JAN 2017 PM 3 L

Return Address:

Lorraine L. Lieberman
[redacted]
Kensington, CT 06419

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1202 Lishing_Frank and Joan

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Mr. Frank Lishing
Mrs. Joann Reis Lishing
Address: [redacted]
Town, State, Zip: Old Lyme, CT 06371
Email address: [redacted]
Date: 2/5/2017

HARTFORD CT 061

F-1202 Lishing_Frank and Joan

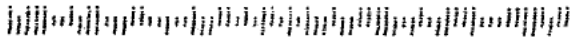
07 FEB 2017 PM 3 L

Return Address:

Mr. Frank Lishing
Mrs. Joann Reis Lishing
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204



I have worked a lifetime to build a nestegg of which my home is a substantial part. Nearing age 70, I need to sell and downsize. The proposed train is very close to my home and trashed its value. Suddenly, I am a prisoner. The whole town is ruined.

F0293 Mallace, Linda

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

Alternative 1 may be cheapest but it is the greatest waste of money. It does not connect business centers (Hartford, Springfield etc) nor provide the greatest savings of transport time. It's merely something to do. A waste.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Linda B. Mallace

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/23/17

F-1203 Wallace_Linda

HARTFORD CT 06
24 JAN '17
PM 6 L

Return Address:
Linda Wallace
[redacted]
Old Lyme, CT 06371

UNITED STATES POSTAGE
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Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1204 McAdams_KG

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

6 SELECT THE NYC → HARTFORD → PROVIDENCE → BOSTON SO. ROUTE

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: K.G. McADAMS

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 02/17/17

HARTFORD CT 061

F-1204 McAdams KG

17 FEB 2017 PM 1 L

Return Address:

[redacted]

OLD LYME, CT

- 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1205 McCarthy_Judith

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Judith McCarthy

Address: [redacted]

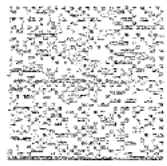
Town, State, Zip: Old Lyme, CT 06371

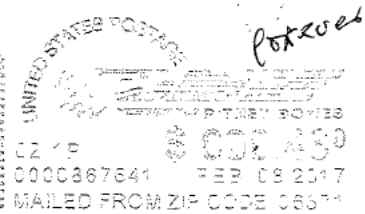
Email address: _____ Date: 2/6/17

HARTFORD
CT 063
08 FEB '17
PM 7 L

F-1205 McGarthy_Judith

Return Address:
J. McCarthy
[redacted]
O. L. CT 06371





Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1206 McDonald_Mary

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready be selected as the preferred alternative and it should be removed from the FEIS.

Name: Mary McDonald

Address: [redacted]

Town, State, Zip: Old Lyme, Ct. 06371

Email address: [redacted] Date: 1/26/17

HARTFORD CT 061

F-1206 McDonald_Mary

27 JAN 2017 PM 1

Return Address:

Mary McDonald
[redacted]
Old Lyme, Ct.
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1207 McEwen_Adam

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

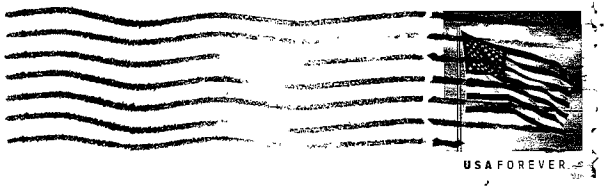
Name: ADAM MCEWEN

Address: [redacted]

Town, State, Zip: LYME, CT 06371

Email address: [redacted] Date: 2/2/17

F-120 McFeeley Adam



Return Address:

_____

_____

_____

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

F-1208 McEwen_Gina

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: GINA McEWEN

Address: [redacted]

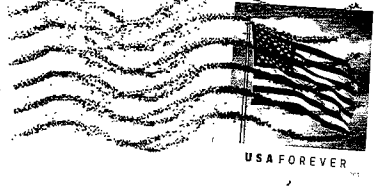
Town, State, Zip: LYME CT 06371

Email address: [redacted] Date: 2/2/17

HARTFORD CT 062

F-1208 McEwen_Gina

03 FEB 2017 PM 2 L



Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1209 McInerney_Denise

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

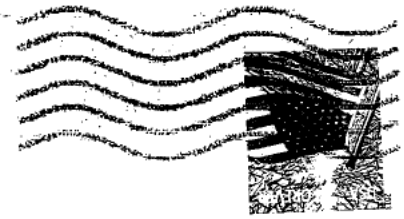
Name: DENISE McINERNEY

Address: [redacted]

Town, State, Zip: Norwalk CT 06850

Email address: _____ Date: _____

HARTFORD CT 061
F-1209 McInerney_Denise
23 JAN 2017 PM 1



Return Address:
D. McInerney
[redacted]
Norwalk CT 06850

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1210 McInerney_Eileen

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Eileen McInerney

Address: [redacted]

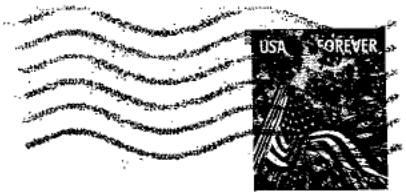
Town, State, Zip: Old Lyme Ct 06371

Email address: [redacted] Date: 1/23/17

F-1210 McInerney_Eileen

HARTFORD CT 061

23 JAN 2017 PM 5 L



Return Address:

Mrs. J. Mc Inerney
[redacted]
Old Lyme, CT 06371-1141

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1211 McInerney_Eileen

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Eileen McInerney

Address: [redacted]

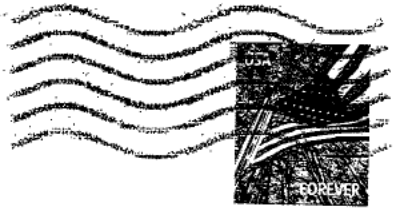
Town, State, Zip: Norwalk Ct 06850

Email address: _____ Date: 1/23/17

HARTFORD CT 061

F-1211 McInerney_Eileen

23 JAN 2017 PM 1



Return Address:

Eileen McInerney

[redacted]

Norwalk Ct

06850

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: JAMES McINERNEY

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 1/23/17

F-1212 McInerney_James

HARTFORD CT 061

23 JAN 2017 PM 5 L

Return Address:

James McInerney

[redacted]

Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: JAMES McINERNEY

Address: [redacted]

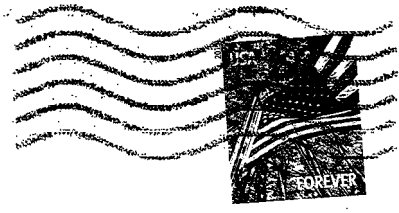
Town, State, Zip: Norwalk CT 06850

Email address: _____ Date: 1/23/17

HARTFORD CT 061

F-1213 McInerney_James

23 JAN 2017 PM 1



Return Address:

James McInerney

[redacted]

Norwalk Ct 06850

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1214 McMahon_Carol

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: CAROL McMAHON

Address: [redacted]

Town, State, Zip: OLD SAYBROOK, CT 06475

Email address: _____ Date: 1/23/17

F-1214 McMahon, Carol

TAMPA FL 335
SAINT PETERSBURG FL
23 JAN 2017 PM 5 L

Return Address:
CAROL MCMAHON
[redacted]
OLD SAYBROOK, CT 06475

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1215 Mickalski_Nancy and Michael

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Nancy + Michael Mickalski

Address: [redacted]

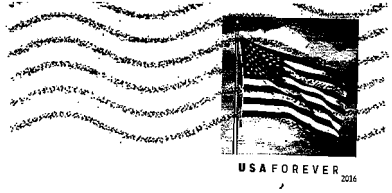
Town, State, Zip: Old Lyme CT 06371

Email address: _____ Date: 1/24/17

HARTFORD CT 061

F-1215 Mickalski_Nancy and Michael

25 JAN 2017 PM 3 L



Return Address:

Mickalski

[redacted]

Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1216 Murphy_Kathleen

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Kathleen Murphy

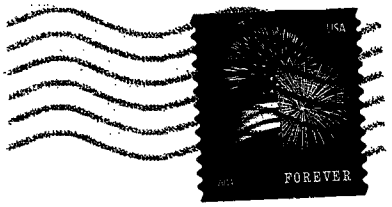
Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 2/2/17

F-1216 Murphy_Kathleen

HARTFORD CT 061
06 FEB 2017 PM 4 L



Return Address:

[redacted]
Old Lyme CT
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1217 Murphy_Marcia

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Marcia H. Murphy

Address: [redacted]

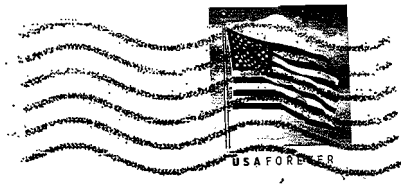
Town, State, Zip: Lyme, CT 06371

Email address: — Date: 1-28-17

F-1217 Murphy_Marcia

HARTFORD CT 062

30 JAN 2017 PM 5 L



Return Address:

M. H. Murphy
[redacted]
Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: _____

Address: _____

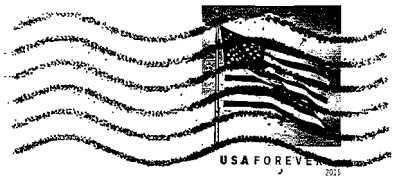
Town, State, Zip: _____

Email address: _____ Date: _____

F-1218 No Name

HARTFORD CT 061

26 JAN 2017 PM 5 L



Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1219 Novack_Kate

Return Address:
Kate Naack
[redacted]
Essex CT 06426

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

Dear Ms. Reyes-Alicea:

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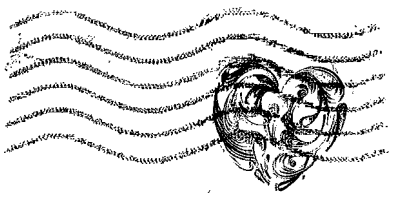
Name: Kate Naack
Address: [redacted]
Town, State, Zip: Essex, Ct 06426
Email address: N/A Date: 2/9/17

Kate Novack

HARTFORD CT 061
07 FEB 2017 PM 2 L



Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Admin
One Bowling Green, Ste 429
New York, NY 10004

10004-145204

F-1219 Novack_Kate

F-1220 Oberg_Elizabeth

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Elizabeth Oberg

Address: [redacted]

Town, State, Zip: Old Lyme CT. 06371

Email address: [redacted] Date: 2/11/17

Elisabeth Oberg
[redacted]
Old Lyme, CT 06371

F-1220 Oberg_Elizabeth

HARTFORD CT 061
16 FEB 2017 PM 8 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1221 Pleva_MaryAnn

Dear Ms. Reyes-Alicea:

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Name: Mary Ann Pleva

Address: [redacted]

Town, State, Zip: Essex, CT, 06426

Email address: [redacted] Date: 1/18/17

HARTFORD CT 061

F-1221 Pleva_MaryAnn

23 JAN 2017 PM 1 L

Return Address:

M. Pleva

[redacted]

Essex CT 06426

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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Name: Jere Quinn

Address: [redacted]

Town, State, Zip: Old Lyme, Ct 06371

Email address: [redacted] Date: 1-26-17

HARTFORD CT 061

F-1222 Quinn_Jere

27 JAN 2017 PM 2 L

Return Address:

J Quinn

[redacted]

Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4

F-1223 Quinn_Judith

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing raii, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Judith Quinn

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1-26-17

F-1223 Quinn_Judith

Return Address:

J Quinn

[redacted]

Old Lyme CT 06371

HARTFORD CT 061

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1224 Rand_Frederick

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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Name: _____

Address: _____

Town, State, Zip: _____

Email address: _____ Date: _____

F-1224 Rand_Frederick

Return Address:

Frederick Rand
[redacted]
Old Lyme, Conn. 06371

HARTFORD CT 061
19 JAN 17
25 JAN 2017 PM 6 L
PM 8 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1226 Ranelli_Noreen

Dear Ms. Reyes-Alicea:

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Name: NOREEN RANELLI

Address: [redacted]

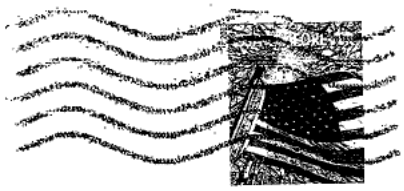
Town, State, Zip: Old Lyme CT 06371

Email address: _____ Date: 1/23/17

F-1226 Ranelli_Noreen

HARTFORD CT 061

23 JAN 2017 PM 5 L



Return Address:

N. RANELLI

[redacted]

Old Lyme CT

06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

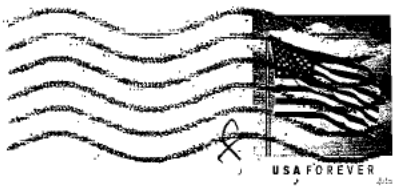
Name: Joe Rhodes

Address: [redacted]

Town, State, Zip: Niantic CT 06357

Email address: [redacted] Date: 1/19/17

HARTFORD CT 061
F-1227 Rhodes_Joe
24 JAN 2017 PM 1 L



Return Address:

_____

_____

_____

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1228 Richardson_Faye

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

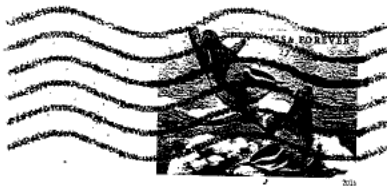
Name: FAYE RICHARDSON

Address: [redacted]

Town, State, Zip: LYME CT 06371

Email address: [redacted] Date: 2/5/17

HARTFORD CT 061
F-1228 Richardson_Faye
11 FEB 2017 PM 6 L



Return Address:

Audubon

Jere & Faye Richardson
[redacted]
Old Lyme, CT 06371-3119

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1229 Richardson_JM

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: J. M. Richardson

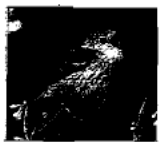
Address: [redacted]

Town, State, Zip: Lyme CT 06371

Email address: _____ Date: 2/4/17

HARTFORD CT 061
F-1229 Richardson_JM
11 FEB 2017 PM6 L

Return Address:



Jere & Faye Richardson
[redacted]
Old Lyme, CT 06371-3119

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

F-1230 Roach_Janet

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: JANET ROACH

Address: [redacted]

Town, State, Zip: Lyme, CT 06371

Email address: [redacted] Date: 2/16/2017

F-1230 Roach_Janet

Return Address:
[redacted]
Lyme CT
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

F-1231 Roberts_Jacqueline

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: JACQUELINE B. ROBERTS

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 1-25-17

HARTFORD CT 061

F-1231 Roberts_Jacqueline

25 JAN 2017 PM 1 L

Return Address:

Jacqueline Roberts
[redacted]
Old Lyme, CT 06371-1542

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1232 Roman_Evelyn

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Evelyn M Roman

Address: [redacted]

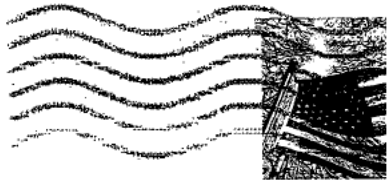
Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/22/17

F-1232 Roman_Evelyn

HARTFORD CT 061

23 JAN 2017 PM 4 L



Return Address:

Evelyn Roman

[redacted]

Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1233 Sauer_Janet

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: JANET SAUER

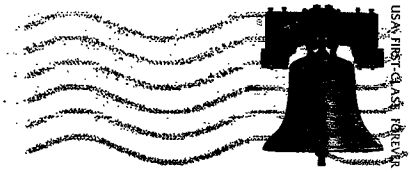
Address: [redacted]

Town, State, Zip: Waterford, CT 06385

Email address: [redacted] Date: 1-30-17

F-1233 Sauer_Janet

15 FEB 2017 PM 5 L



Return Address:

[redacted]

Waterford, CT 06385

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1234 Schillaci_Anthony

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, Ri rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS. Please! Thank you!

Name: ANTHONY SCHILLACI

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: Jan 18 2017

The Old Lyme Democratic Town Committee

F-1234 Schillaci_Anthony

Tony Schillaci

Registered Voter

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

Don Church & Tony Schillaci
[redacted]
Old Lyme, CT 06371

HARTFORD CT 061

28 JAN 2017 PM 4 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Suite 429
New York, N.Y. 10004-14520

F-1234 Schillaci_Anthony

F-1235 Seckla_Diana

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Diana Seckla

Address: [redacted]

Town, State, Zip: Lyme, CT 06371-3630

Email address: [redacted] Date: 1/24/17

F-1235 Seckla_Diana

Return Address:

Diana Seckla
[redacted]
Lyme, CT 06371-3630

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004$1452 C014

F-1237 Stith_Jeffery

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: JEFFREY D. STITH

Address: [redacted]

Town, State, Zip: WESTBROOK, CT 06498

Email address: [redacted] Date: 01/28/2017

F-1237 Stith_Jeffery

HARTFORD CT 061
30 JAN 2017 PM 4 L

Return Address:
J. STITH
[redacted]
WESTBROOK, CT 06498

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1237 Stith_Jeffery

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: JEFFREY D. STITH

Address: [redacted]

Town, State, Zip: WESTBROOK, CT 06498

Email address: [redacted] Date: 01/28/2017

F-1237 Stith_Jeffery

HARTFORD CT 061
30 JAN 2017 PM 4 L

Return Address:
J. STITH
[redacted]
WESTBROOK, CT 06498

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1238 Stith_Marilyn

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MARILYN H. STITH

Address: [redacted]

Town, State, Zip: WESTBROOK CT 06498

Email address: [redacted] Date: 01/28/17

F-1238 Stith_Marilyn

Return Address:

M H Stith

[redacted]

Westbrook CT 06498

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10C043145Z C014

F-1239 Stout_Richard and Christine

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: RICHARD & CHRISTINE STOUT

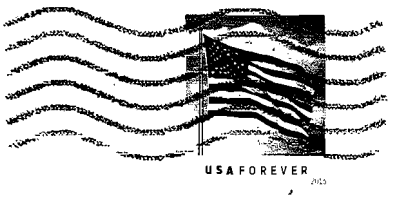
Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 1/31/17

HARTFORD CT 061
02 FEB 2017 PM 4 L

F-1239 Stout_Richard and Christine



Return Address:

John Stout III
[redacted]
Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1240 Sweeney_Ed

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Ed Sweeney

Address: [redacted]

Town, State, Zip: Old Lyme CT

Email address [redacted] Date: 1/3/17

F-1240 Sweeney_Ed

HARTFORD CT 061
06 FEB 2017 PM 4 L

Return Address:
[redacted]
Oldsmo CT
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4

F-1241 Terwilliger_Mark

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MARK TERWILLIGER

Address: [redacted]

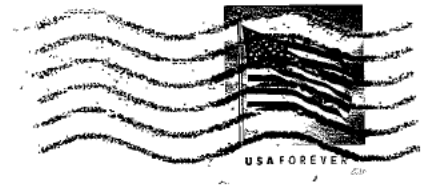
Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 1/11/17

F-1241 Terwilliger_Mark

HARTFORD CT 061

23 JAN 2017 PM 5 L



Return Address:

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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Name: _____

Address: _____

Town, State, Zip: _____

Email address: _____ Date: _____

F-1242 Thema, Beverley

Return Address:
Beverley Thema
[redacted]
Old Lyme, CT 06371

HARTFORD CT 061
CT 061
29 JAN 2017 PM 1
PM 3 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1243 Thompson_Tanya

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: TANYA N. THOMPSON

Address: [redacted]

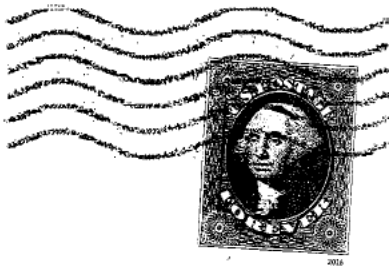
Town, State, Zip: OLD LYME, CT 06371

Email address: _____ Date: 1/27/17

HARTFORD CT 061

F-1243 Thompson_Tanya

27 JAN 2017 PM 1



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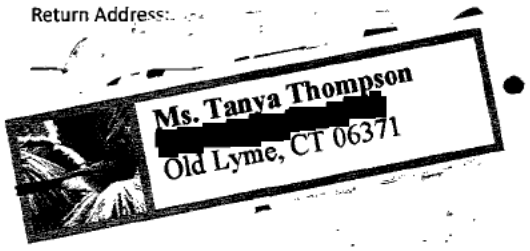

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1244 Topalis_Dan

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: DAN TOPALIS

Address: [redacted]

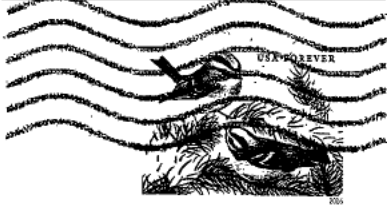
Town, State, Zip: NORWICH, CT. 06360

Email address: [redacted] Date: 1.27.17

HARTFORD CT 061

F-1244 Topalis_Dan

27 JAN 2017 PM 1 L



Return Address:

DAN TOPALIS

[redacted]

Norwich, CT 06360

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1245 Twining_Edie

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: EDIE TWINING

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 1/11/17

F-1245 Twining_Edie

Return Address:

_____

_____

_____

HARTFORD CT 061

23 JAN 2017 PM 5 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1246 Valliere_Kathleen

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Kathleen Valliere

Address: [redacted]

Town, State, Zip: East Lyme, CT 06333

Email address: [redacted] Date: 1/23/17

HARTFORD CT 061

F-1246 Valliere_Kathleen

25 JAN 2017 7PM 3 L

Return Address:

[redacted] Kathleen Valliere
[redacted]
East Lyme, CT 06333

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1247 Velez_Mark

Dear Ms. Reyes-Alicea:

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I support the upgrading of the existing ~~rail~~, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Mark S. Velez

Address: [redacted]

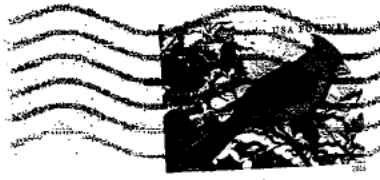
Town, State, Zip: Old Lyme, Ct. 06371

Email address: _____ Date: 01/20/17

HARTFORD CT 061

F-1247 Velez_Mark

23 JAN 2017 PM 5 1



Return Address:

Roberta & Mark Velez
[redacted]
Old Lyme, CT. 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1248 Valez_Roberta

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

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Name: Roberta Velez

Address: [redacted]

Town, State, Zip: OLD LYME CT. 06371

Email address: [redacted] Date: 1/20/17 1/20/17

HARTFORD CT 062
F-1248 Valez_Roberta
23 JAN 2017 PM 3 L

Return Address:

~~Roberta & Mark Velez~~
[redacted]
Old Lyme, CT. 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1249 Webb_CD

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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Name: C. D. Webb

Address: [redacted]

Town, State, Zip: Niantic, CT. 06357

Email address: _____ Date: 1/22/2017

HARTFORD CT 061

F-1249 Webb_CD

04 FEB 2017 PM 3 L

Return Address:

[redacted]

Niantic, CT 06357

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

E-1250 Whitney_Jill

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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Name: Jill Whitney

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

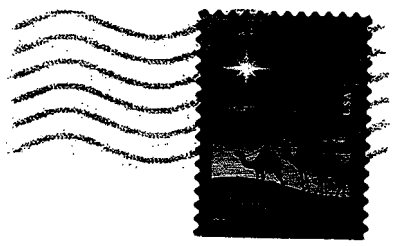
Email address: [redacted] Date: 21 Jan 2017

The bypass proposal is a horrible use of tax payer money. If we're going to invest hundreds of millions in rail, the new tracks should go through Northeastern CT where they would improve the economy — rather than clog the Shore where they will damage many communities.

F-1250 Whitney_Jill

HARTFORD CT 061

24 JAN 2017 PM 1



Return Address:

[redacted]

Old Lyme CT
06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1251 Wilder_Pricilla

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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Name: PRISCILLA BOLLARD WILDER (Docent Florence Griswold Museum
Old Lyme CT
06371

Address: [redacted]

Town, State, Zip: Salisbury, CT 06488

Email address: [redacted] Date: 1.23.17

F-1251 Wilder_Pricilla

Return Address:

_____

_____

_____

HARTFORD CT 061

27 JAN 2017 PM 5 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Greenwich Historical Society

Explore our colorful past

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Deborah G. Royce
Leigh Ann Ryan
Alease Fisher Tallman
Beth Taylor
Hugh B. Vanderbilt Jr.
Betsy Vitton
Carrie Wallack
Lynne Wheat

EXECUTIVE DIRECTOR
Debra L. Mecky, Ph.D.

February 22, 2017

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

To whom it may concern:

This letter is to request that you remove the segment of proposed new high speed rail corridor that runs from New Rochelle, New York, to Greens Farms, Connecticut, from the NEC Future Preferred Alternative. Given the narrow confines, as well as the unusual density of historic, cultural, and environmental resources in Fairfield County, this plan requires further study and evaluation prior to its inclusion in a record of decision.

In particular, the plan to add a new railway, coupled with the state's "Let's Go CT" plan to widen I-95, is a disaster for the Greenwich Historical Society and the National Historic Landmark Bush-Holley house. As drawn, NEC Future alone would require 150 feet of the remaining 175 feet currently separating the Bush-Holley house from the existing I-95 corridor. Additional northbound and southbound travel lanes would require even more.

Even if this plan is never built, New Rochelle to Greens Farms poses an immediate threat to our fundraising efforts and our plan for the future. The Greenwich Historical Society is currently three-quarters of the way to its goal of raising $18.5 million dollars to increase the parking, universal access, facilities and programs that will have a significant impact of the community and state tourism, with over 25% of our visitors arriving from out of state. Construction began in November 2016 on land granted by the State of Connecticut and the expanded site and facility will open in September 2018, all within a stone's throw of the current I-95 overpass.

Given that this segment is not included as part of the "universal first phase" of upgrades to the Northeast Corridor, we see great benefit and no harm in conducting a more careful study of a plan.

Yours truly,

Debra Mecky
Executive Director

cc James Redeker, Connecticut DOT
Honorable Governor Dannel Malloy
Honorable Town of Greenwich First Selectman Peter Tesei
Honorable U.S. Senator Richard Blumenthal
Honorable U. S. Congressman James Himes
Honorable Connecticut State Senator L. Scott Frantz
Honorable Connecticut State Representative Livvy Floren
Honorable Connecticut State Representative Mike Bocchino
Honorable Connecticut State Representative Fred Camillo
Daniel MacKay, Executive Director, CT Trust for Historic Preservation
Davidde Strackbein, Chair of Board of Trustees, Greenwich Historical Society
Peter Malkin, Chair of Capital Campaign, Greenwich Historical Society

Greenwich
Historical
Society

Explore our colorful past

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Cos Cob, Connecticut
06807

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

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F-1253 DeSantis_Anthony DVARP

DVARP

Delaware Valley Association of Rail Passengers

1601 Walnut St., Suite 1129 Philadelphia, PA 19102 215-RAILWAY www.dvarp.org

February 24, 2017

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

Colleagues;

Enclosed please find the statement of the Delaware Valley Association of Rail Passengers regarding the NEC Future Tier 1 Environmental Impact Statement.

Please enter it into the record and take its points into consideration as you finalize the EIS and prepare for the next state of planning for future intercity rail service in the Northeast.

Sincerely yours,

Anthony DeSantis
President

F-1253 DeSantis, Anthony DVARP
DVARP Delaware Valley Association of Rail Passengers, Inc.
1601 Walnut St., Ste. 1129 Philadelphia, PA 19102 215-RAILWAY www.dvarp.org

Statement on NEC Future Tier 1 Environmental Impact Statement

February, 2017

The Delaware Valley Association of Rail Passengers supports the NEC Future plan for modernizing the Northeast Corridor rail infrastructure and supports the "grow" option as described in the Tier I Final Environmental Impact Statement. We call on Congress and the incoming presidential administration to make a substantial commitment to funding this project and starting construction in the next two years, with streamlining of the Tier II EIS process as necessary to expedite the start of construction.

The immediate question of the environmental impacts of building rail infrastructure cannot be answered in a vacuum. The real alternative to rail construction is not "no impact" but instead growing automobile and truck traffic, and subsequent demand for new and expanded highways which will have an even greater adverse impact on local communities and undeveloped natural areas than rail lines do. Improved rail service is the best choice not only for the good of communities, but also for reduced air and water pollution.

Delaware Valley

DVARP agrees with the decision to maintain 30th Street as the hub for intercity rail service to and from Philadelphia. While a case could be made for a new high-speed rail route in deep tunnel under Center City Philadelphia, it would be costly and take far longer to build. Meanwhile, continuing development in the western half of Center City and in University City will eventually pull the economic center of gravity of Philadelphia closer to 30th Street.

Some of our members are concerned about the express route bypassing central Wilmington. Wilmington is the 11th busiest station in Amtrak's national system, and the 6th busiest on the Northeast Corridor. We request a response from the planners regarding the feasibility of the proposed alignment, particularly in regard to flooding, and substantiation for their statement that the Wilmington bypass will save ten minutes of running time.

DVARP supports the plan for extending intercity rail service to Philadelphia International Airport, including a new alignment for intercity trains between Baldwin (Chester) and 30th Street Station. We support the taking of a small portion of the Heinz Wildlife Refuge, if necessary to make construction and operation of the new alignment more efficient. The plan retains the existing NEC infrastructure between 30th Street and Wilmington, and does not envision any significant changes to the current SEPTA commuter rail service to Wilmington.

DVARP also supports the realignment of tracks in North Philadelphia to eliminate the speed-restricting curve at Frankford Junction. Both safety and speed of service will be improved with this investment, which has been anticipated for years.

Final studies for planning and locating new tracks between 30th Street and North Philadelphia should allow for (if not facilitate) the possibility of the Swampoodle Connection and other possible revisions to SEPTA's Regional Rail infrastructure in the North Philadelphia-Wayne Junction area. By relocating Chestnut Hill West trains to the ex-Reading main line, the Swampoodle Connection would reduce train traffic and crossover moves on the NEC at North Philadelphia, so it may be a more cost-effective alternative to one of the additional tracks between North Philadelphia and Zoo.

DVARP is pleased to see that Cornwells Heights is to be upgraded and designated as a hub station, and that a similar hub station is to be added at Baldwin. This addresses one of the weaknesses of current Amtrak service: a lack of stations to serve potential customers in the Philadelphia suburbs. Presently, the only Amtrak service in the Philadelphia suburbs is a pair of daily departures each way for weekday commuters to New York. By comparison, Amtrak has two full-service stations and a limited-service station in the Maryland suburbs, a full-service and two limited-service stations in New Jersey, three full-service stations in the suburbs north of New York, and a full-service station in the Boston suburbs. This is another manifestation of Amtrak's disdain for the Philadelphia market.

Both stations have particularly good highway access, but accessibility should be improved at both locations. Baldwin should have direct ramps to and from the Blue Route and from I-95 south of the station: to reduce travel times and minimize impact on the local community. Adequate parking should be provided at both locations, including long-term parking for intercity train riders. Cornwells Heights needs station improvements including high platforms, sheltered waiting rooms, and a less circuitous walking route from the parking area to and from the platforms.

Keystone Corridor

The Tier I EIS recognizes the progress made by the Commonwealth of Pennsylvania and Amtrak in bringing higher speeds and more frequent service to the Keystone Corridor. We are disappointed that the document does not speak more about integrating the Keystone Service into the NEC Future plan. Such integration, along with new equipment and infrastructure improvements for higher speeds and continuing increases in service levels, will result in continued growth in rail ridership in eastern and central Pennsylvania.

The majority of the Keystone travel market is made up of riders whose destination is Center City Philadelphia and riders whose destination is in the North Jersey/New York metropolitan area. The present Keystone operation serves neither of these markets ideally: passengers going to Center City Philadelphia must transfer to a SEPTA train or use other means of transportation from 30th Street, while passengers going to New York must either change trains or wait through an extended station stop while the train changes ends at 30th Street. Either the change should be speeded up, or Keystone trains should offer direct service to Center City via the upper level tracks at 30th Street: at this time we do not have a preference for one alternative or the other.

We also recommend that the NEC Future plan provide for increased service west of Harrisburg to Pittsburgh: at least three trains per day in each direction.

Outside our region

Increasing train capacity in the New York metropolitan area is the single most important major capital investment needed in the country. DVARP is particularly pleased to see that the Tier I EIS anticipates that tracks will be added to the NEC all the way to New Brunswick. This will significantly reduce interference between commuter and intercity trains, making both services faster and more reliable, while restoring capacity for more trains from Philadelphia and points south. Philadelphia riders have suffered because of the transfer of peak-period "slots" from intercity use to use by New Jersey commuter trains.

The NEC Future plan incorporates the Gateway project which will add two new tunnels under the Hudson, and tracks connecting them to Penn Station and Secaucus. New platforms at Penn Station need to be large enough to accommodate both detraining and boarding passengers simultaneously. Currently, intercity trains stopping at Penn Station require extended dwell times so that detraining passengers can clear the platforms, stairways, and escalators before boarding passengers are allowed down to the platform. Expanded platforms alone could cut 10

minutes from Northeast Corridor trip times.

DVARP supports the relocation of the NEC spine from the Shore Line alignment in Connecticut to an inland alignment which will be straighter, faster, and less susceptible to disruptions caused by bad weather, marine traffic, and highway grade crossing incidents. We do not take a position on the specific alignment of these tracks, but do note that the large number of comments received by project staff about this issue appears to be the product of a well-organized special interest campaign rather than a broad-based public concern. Work on the southern half of the corridor should not be delayed by controversy over the Connecticut alignment.

We support the designation of the Inland Route via Springfield as an alternate route for intercity trains. This will broaden the market for rail service and better balance service levels with potential ridership in the less densely populated areas of Southern New England.

The plan calls for a considerable amount of new alignment in Maryland as well as in Connecticut and Rhode Island. We have already seen organized public opposition to new rail lines in Connecticut and predict that similar opposition will be raised in Maryland. We caution the planners and the federal and state governments not to ignore the potential political obstacles to expanding rail service. They may prove to be more substantial than the technical obstacles.

DVARP agrees that an all-new "second spine" route would be cost-prohibitive because of the need for long tunnel segments through major metropolitan areas, and a "second spine" based on incompatible technology like magnetic levitation would be even less feasible.

Service structure and policies

DVARP continues to believe that service levels and policies are more important to increasing rail ridership above the current modest trend than infrastructure and route alignment are. Amtrak's current operating plan places a higher priority on maximizing fare revenue from high-dollar business travelers above building ridership from more price-sensitive customers. This policy, while effective in maximizing short-term revenue to keep the budget balanced, puts long-term ridership and even Amtrak's relevance at risk. Young people and other price-sensitive riders now take buses instead of Amtrak to travel between Philadelphia and New York and between Philadelphia and Washington, developing travel habits it will take years to reverse.

We do not deny that there are customers willing to pay high fares for fast train service with a high level of amenities, but speed and amenities don't mean nearly as much to the great majority of potential riders as convenience and affordability do. While an air-competitive top-tier service with fare and ticketing policies comparable to airlines has a place in a future NEC, there must be a level of regional service designed to maximize ridership from mid-market riders who presently travel by car or bus. This service should have the following characteristics.

- At least hourly frequency in all segments of the corridor from early morning to late night with half-hourly frequency at peak times and locations.
- An option for unreserved walk-up travel, even if seating would not be guaranteed.
- Fares comparable to or at a slight premium to current bus fares.
- A straightforward fare system in place of the present yield management system.
- Top speeds of at least 160 mph.
- Semi-express stopping pattern (primarily stations designated as "hub" in the NEC Future plan).
- Stops at park/ride stations in the Pennsylvania suburbs.

- Fare and ticketing integration with connecting regional intercity and commuter rail services.
- Weekly and monthly tickets available for passengers who ride the train for commuting purposes.

The current policy where intercity tickets are honored for travel on SEPTA Regional Rail between 30th Street and Suburban Station/Market East should be maintained, and extended to University City and Temple University stations. This follows best practice of railways in other countries, where intercity tickets are valid for travel to and from any station in the city: not just the main station.

Other issues

DVARP will support reasonable requests for waivers of federal regulations so that Tier III equipment can share track with Tier I equipment. We continue to believe that excessive regulation of passenger rail systems and unfunded government mandates do more harm than good to the overall safety of our transportation system. To the extent that these policies discourage expanded rail service, they result in more travelers driving to their destinations and more highway fatalities.

F-1253 DeSantis_Anthony DVARP

Delaware Valley Association of Rail Passengers
1601 Walnut St., Suite 1129
Philadelphia, PA 19102-2913

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NEC FUTURE
U.S. DOT Federal Railroad Administration
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DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

190 N INDEPENDENCE MALL WEST
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PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

February 24, 2017

Rebecca Reyes-Alicea
NEC FUTURE
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: Comment on NEC FUTURE Final Tier 1 EIS and Preferred Alternative

Dear Ms. Reyes-Alicea:

On behalf of the Board of the Delaware Valley Regional Planning Commission (DVRPC), thank you for the opportunity to provide comment on the Final Tier 1 EIS and its Preferred Alternative prior to the Record of Decision. We have reviewed the Preferred Alternative, and find that it includes an ambitious program of capital improvements that would combine to offer meaningful travel time benefits throughout the Northeast Corridor (NEC) system, and even more considerable increases in passenger rail levels of service across all carriers.

We believe that implementation of the Preferred Alternative would have important benefits for the DVRPC region, the greater Northeast megaregion, and the national economy as a whole. We look forward to working with our local partners who will be represented on the Service Development Plan Working Group, including SEPTA, NJ TRANSIT, PennDOT, and NJDOT, to collaborate on advancement of the NEC FUTURE program, including development of local Tier 2 studies as appropriate. We also acknowledge a suggestion made by our partners at the Delaware County (PA) Planning Department and City of Chester (PA), to consider whether the proposed Baldwin hub station could be located further south to reinforce other efforts to encourage additional investment in Chester City—we believe this is the sort of question that can be addressed through Tier 2 study.

We also plan to include the NEC FUTURE Preferred Alternative program in our updated regional long-range plan (Connections 2045) as an unfunded project aspiration—and the DVRPC Board voted on February 23, 2017, to do so. Should there be any other opportunity to partner on advancement of this program, please do not hesitate to call.

Sincerely,

Barry Seymour
Executive Director

cc: Jeff Knueppel, SEPTA
Steven Santoro, NJ TRANSIT
Leslie Richards, PennDOT
Richard Hammer, NJDOT

F-1254 Seymour_Barry DVRPC

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dvrpc
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Rebecca Reyes-Alicea
NEC FUTURE
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

10004-145204

NEC FEIS Comments - RECORD #926 DETAIL

Status : [redacted]
Record Date : 3/7/2017
First Name : Barry
Last Name : Hubbard
Stakeholder Comments/Issues :

Barry Hubbard
House Democrats Office
Legislative Aide to:
Rep. Mary Mushinsky, Assistant Deputy Speaker
Rep. Hilda Santiago, Deputy Majority Leader
Rep. Edwin Vargas
Rep. Chris Soto
Rep. Emmett Riley
Rep. Doug McCrory
Rep. Dorinda Borer
Rep. Patricia Billie Miller
Rep. Robert Sanchez
Rep. Christopher Rosario
Phone: (860) 240-0089
Fax: (860) 240-0206

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State of Connecticut
HOUSE OF REPRESENTATIVES
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

Representative Chris Soto
39th ASSEMBLY DISTRICT

LEGISLATIVE OFFICE BUILDING
ROOM 2704
HARTFORD, CT 06106-1591

CAPITOL PHONE: (860) 240-8585
TOLL FREE 1-800-842-8267
E-MAIL: Chris.Soto@cga.ct.gov

VICE CHAIR
APPROPRIATIONS COMMITTEE

MEMBER
EXECUTIVE & LEGISLATIVE NOMINATIONS COMMITTEE
HIGHER EDUCATION COMMITTEE
HOUSING COMMITTEE

March 6, 2017

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

Dear Ms. Reyes-Alicea,

By now, you have heard from a variety of stakeholders who are in opposition to the proposed Old Saybrook, CT to Kenyon, RI bypass within the NEC Future Tier 1 Final Environmental Impact Statement. I currently represent New London as State Representative for the 39th Assembly District. I am also in strong opposition of this proposal and would like to add a voice for the only urban center to be affected by this proposal.

There are many factors why I oppose the bypass, yet the one that stands out most is the devastating effect this proposal would have on the low-income families in New London.
While I will always argue that New London is Connecticut's crown jewel, we also face tremendous challenges such as high unemployment and an eroding tax-base. We are Connecticut's number one distressed municipality as ranked by CT's Department of Economic & Community Development.

I paint this picture so you understand how this bypass would compound various public policy issues created by the FRA's effort. It was not long ago that the I-95 Construction Project of the 1970s decimated this same area, bifurcating the community and sending the city into a development tailspin from which it is barely recovering. This project created a physical barrier between the northern third of New London and the rest of the city. There is no doubt that the construction of this bypass will bury the glimmer of hope for redevelopment that has been recently illuminated, after nearly 50 years.

While we applaud the FRA's efforts to improve rail travel and do not object to the proposal as a whole, the proposal through New London is unacceptable, irresponsible and unequivocally wrong. These are strong words used to underscore and put into context New London's past history with Eminent Domain which developed into a landmark Supreme Court Case (Kelo vs. New London) in which the city also suffered from and is just beginning to heal.

After decades of revitalizing the same community that was ravaged from previous federal transportation projects, the proposed NEC Future bypass will roll back the clock on 50 years of economic recovery.

While we understand the need for improved rail travel, it must not come at the expense of a community, particularly one whose census tract has a disproportionate amount of low-income families and families of color. This community has been cut off from the rest of the city and great strides have been made to redevelop this area, including its recent designation as a historic district. The harm caused by the bypass ultimately outweigh the good and I strongly encourage removing the bypass from your plans as you finalize a Record of Decision.

Thank you for your consideration.

Respectfully,

Chris Soto
State Representative – 39th District

NEC FEIS Comments - RECORD #927 DETAIL

Status : [redacted]
Record Date : 3/7/2017
First Name :
Last Name : russandanu
Stakeholder Comments/Issues :

This proposed plan is nothing short of disastrous for all of the towns that it would pass through. I can only support it’s abandonment. It has no consideration for the people, nature , economies , or heritage of our region. It deserves NO SUPPORT!

Sincerely,

Russell Fogg
[redacted]
Old Lyme, Ct.
Russ and Anu
[redacted]

F-1257 Joncus_Sandra

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Sandra Joncus

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 2/20/17

HARTFORD CT 061
F-1257 Joncus_Sandra
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Return Address:

Sandra Joncus
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1258 Joncus_Stephen

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Stephen A. Joncus

Address: [redacted]

Town, State, Zip: Old Lyme, CT. 06371

Email address: [redacted] Date: 2/21/17

F-1258 Joncus_Stephen

Return Address:

Mr. Stephen Joncus
[redacted]
Old Lyme, CT 06371

21 FEB 2017 PM 5 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1259 Kumekawa_Patsy

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Patsy Kumekawa

Address: [redacted]

Town, State, Zip: Clinton, CT 06413

Email address: [redacted] Date: 2/15/17

F-1259 Kumekawa Natsy

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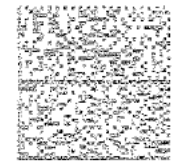

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Return Address:

Kumekawa
[redacted]
Clinton, CT 06413

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520[4]

F-1260 Swanski_Debra

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Debra White - Swanski

Address: [redacted]

Town, State, Zip: Old Lyme, CT. 06371

Email address: [redacted] Date: 02-21-17

F-1260 Swanski_Debra

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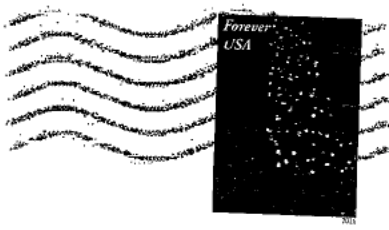


Return Address:

White-Swanski

[redacted]

Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1261 Swanski_James

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

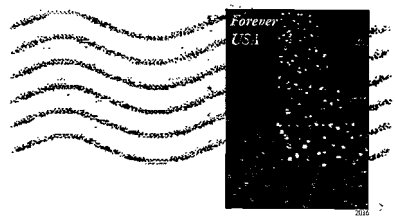
Name: James Swanski

Address: [redacted]

Town, State, Zip: Old Lyme, CT. 06371

Email address [redacted] Date: 2-21-17

F-1261 Swanski_James



Return Address:

Swanski

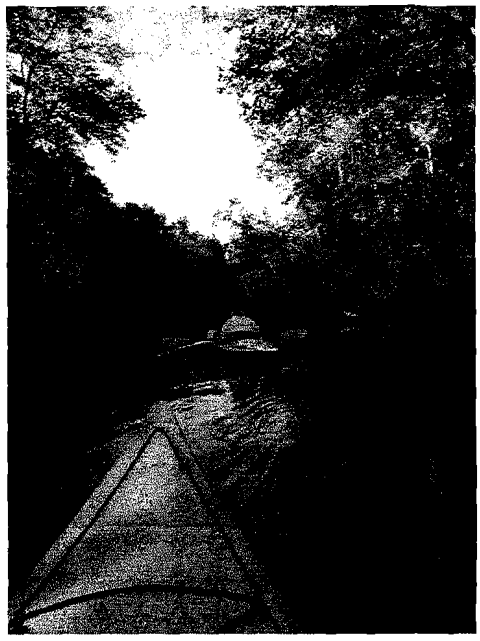
[redacted]

Old Lyme, CT. 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

Charlestown Land Trust
P.O. Box 1387
Charlestown, RI 02813
Protecting Open Space in Charlestown



January 29, 2017

Ms. Rebecca Reyes-Alicea
USDOT-Federal Railroad Administration
One Bowling Green, Suite 429
New York, New York 10004

Dear Ms. Reyes-Alicea,

I write to you once again as President of the Charlestown Land Trust and on behalf of the Board of Directors, Land Trust members and community. In review of the Final Environmental Impact Study for the NEC project brought to our attention on December 19, 2016; we express clear opposition to the Old Saybrook, CT to Kenyon, RI bypass. We are not in opposition to upgrading the rail system but it needs to stay within the existing corridor here in southern RI. Saving one minute of time does not justify the devastation.

Since that report was released, our community has mobilized to research, inform, listen and publically oppose the omissions and impact to our southern Rhode Island communities. The flaws in the EIS are mainly caused by omission of data which represent nearly 1,800 acres (Charlestown) and 700 acres (Westerly) of permanently protected open space that the rails fragment when passing through. These figures don't include active farms, historical/cultural sites, sovereign tribal land, or an archived superfund site bisected with the preferred alternative route.

Since late December local groups have had public hearings, passed resolutions in Charlestown, Westerly, and Richmond in opposition, teams have met with all our State officials to voice concerns, and share the profound impact on our environment and natural resources. Governor Gina Raimondo, Congressman Jim Langevin and every Washington County Legislator have

voiced and/or signed a letter objecting to the preferred alternative known as the Saybrook to Kenyon Bypass. A petition started by a local resident has close to 3,000 signatures/comments in direct opposition. I think it's time to step back, come visit and hear our concerns. There would be great losses to communities which have a long history of positive, environmental initiatives. PERPETUITY WITH LAND CONSERVATION MEANS FOREVER, protected on the basis of common trust and not to be violated. Public trust is also threatened with potential decisions of taking it away.

We respectfully request that the Federal Railroad Administration and US Department Of Transportation include the Charlestown Land Trust as a participating stakeholder during the TIER 2 process due to the serious impacts to our open space conservation lands and health of our community. Communication is key to building trust.

We feel upgrades or expansion need to remain in the existing rail corridor. There is not a preferred alternative through Charlestown that would benefit, only devastate. The Narragansett tribe has also opposed any land takeover. Our town's Comprehensive Plan that has been approved by Statewide Planning would be violated along with the hard work of generations of citizens and conservation groups who have fought to protect strategic properties here in RI. Progress should not override common sense.

We hope you'll pause and consider taking this bypass out before TIER 2 due to the level of impact culturally, historically and environmentally. We hope you'll work with us for a solution to make all of RI a better place to live. Looking forward to meeting you, or your representative at a RI FRA meeting soon. My email is kljarret153@gmail.com or can be reached at 401-742-6954 for furthur discussion and inclusion in the Tier 2 process.
Respectfully,

Karen Jarret

Karen Jarret
President-Charlestown Land Trust
P.O. Box 1387
Charlestown, RI 02813

CHARLESTOWN LAND TRUST
PO Box 1387
Charlestown, Rhode Island 02813

Protecting Open Space in Charlestown

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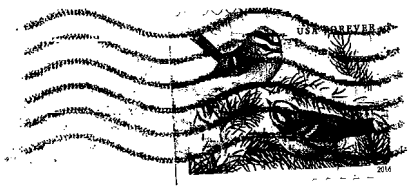

USDOT - Federal Railroad Administration
ATTN. Ms. Rebecca Reyes. Alicea
One Bowling Green, Suite 429
New York. New York · 10004

10004$1452 C014

Town of East Lyme

Mark C. Nickerson
First Selectman
MNickerson@eltownhall.com

108 Pennsylvania Ave.
P.O. Box 519
Niantic, Connecticut 06357
Phone (860) 691-4110
Fax (860) 739-2851

February 21, 2017

NEC Future
USDOT, Federal Railroad Administration
One Bowling Green, Suite 429
New York, New York 10004

SUBJECT: NEC Future Tier 1 Final Environmental Impact Statement

This letter's purpose is to clearly and concisely communicate the Town of East Lyme, Connecticut's OPPOSITION to the Preferred Alternative as outlined in the NEC Future Tier 1 Final Environmental Impact Statement (FEIS).

Our town leaders understand the need for the project as outlined in the FEIS. We value the need for good, reliable and dependable rail service from, to, and through our region. Already, our town hosts the train service via a shoreline rail-bed that bifurcates our town. The views of our beloved shoreline and our access to the water is limited due to this track which we have come to embrace as part of our unique heritage.

The addition of a second rail-line cutting through our town on the proposed northerly route will cause much harm to the environment (including the town's drinking water supply and a large protected area of open space), several suburban neighborhoods, a new apartment complex, and the town's largest economic driver---a new complex with 425,000 sq ft of retail space. In addition, CTDOT's proposed highway enhancement (in advanced planning right now) including a widened highway, new on/off ramps, and a significantly improved highway junction between I-95 and I-395---all will be jeopardized or compromised with this plan.

The stretch of I-95 from the Baldwin Bridge in Old Lyme to the Gold Star Bridge in Groton has been called the most dangerous stretch of highway on the interstate. The topography, older design characteristics, and sheer volume all add up to several fatal accidents and weekly traffic tie-ups throughout the year---but especially in the summer. Our local roads---most are small, narrow, country back roads--- are stifled with traffic spillovers and further safety issues. Our town recognizes and embraces the need for public transportation enhancements. We suffer more than most communities because of the region's poor highway systems and the aged rail service in the Northeast Corridor. We are hopeful that improved rail service will engage Americans to utilize our rail system BUT, this needs to be done with the cooperation of the effected towns and cities.

The Town of East Lyme opposes this second rail line being proposed and instead, we support significant enhancements be made to the rail line that already exists.

Respectfully,

Mark C. Nickerson
First Selectman

Town of East Lyme
Selectmen's Office
P.O. Drawer 519
Niantic, CT 06357

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Town of East Lyme, Connecticut

NEC Future
USDOT
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

10004-145204

4540 South County Trail
Charlestown, RI 02813

Tel (401) 364-1225
Fax (401) 364-1238

Town of Charlestown

January 27, 2017

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

RE: NEC Future Tier 1 Final Environmental Impact Statement

Dear Ms. Reyes-Alicea:

This letter is in response to the Final EIS released by the Federal Railroad Administration for the proposed upgrade to the Northeast Corridor rail line. The preferred alternative includes the Old Saybrook (Connecticut) to Kenyon (Rhode Island) By-Pass which if constructed as proposed, will have devastating impacts on the character of Charlestown and will destroy or compromise so many neighborhoods, open space and conservation areas and historic sites that the Town is obligated to defend, as well as pass through lands held in trust by the Narragansett Tribe.

Please accept this letter as the Town of Charlestown's comments in opposition to any change in the NEC rail alignment in Charlestown.

At a special public meeting on January 10, 2017, attended by over 500 persons in unanimous opposition to the preferred alignment, the Charlestown Town Council adopted a resolution in opposition to be sent to the Federal Railroad Administration, and to specifically ask for the extension of the comment period. A copy of the resolution is attached. Since that meeting, the Town has directly received over 100 comments from town residents, impacted property owners and general citizens, all but one opposed to the by-pass. We have also received an electronic petition of opposition to the by-pass with over 2,500 signatures.

Also attached to this letter is a summary of our opposition. Please note that this is the first official input regarding the NEC Future and its alignment through our rural community that the Town of Charlestown has made. There were NO public meetings hosted by the FRA or other federal or state officials in any of the Rhode Island communities impacted by the proposed by-pass. Charlestown, in particular, would be subject to some of the most damaging impacts of this project, while receiving no direct benefit. The lack of direct engagement and collaboration with Charlestown and our sister communities on the part of FRA through the EIS process is disturbing. This lack of engagement not only seems to violate the spirit of NEPA, but as noted in

the attachment, led to significant omissions in the natural and cultural resource data of the project area.

Due to the many major insufficiencies in both the process and the contents of the Tier 1 EIS, the Town of Charlestown requests that the Old Saybrook to Kenyon By-Pass be removed from the Tier 1 Record of Decision, and that the NEC Future route be oriented along the current right-of-way. We support modern high speed rail service to Providence but this can happen without the construction of the by-pass through Charlestown.

Sincerely,

Mark S. Stankiewicz.
Town Administrator

cc Charlestown Town Council
Honorable Governor Gina Raimondo
RI Department of Administration Director Michael DiBiase
Senator Jack Reed
Senator Sheldon Whitehouse
Congressman James Langevin

4540 South County Trail
Charlestown, RI 02813

Tel (401) 364-1225
Fax (401) 364-1238

Town of Charlestown

January 27, 2017

Honorable Gina Raimondo, Governor
State House
Providence, RI 02903

RE: NEC Future Tier 1 Final Environmental Impact Statement

Dear Governor Raimondo:

This letter is to restate the Town of Charlestown's strong opposition to the section of the Old Saybrook to Kenyon By-Pass that is to transect our community as part of the preferred alignment of the proposed upgrade to the Northeast Corridor rail line, and to thank you for supporting us in opposition to this alignment.

Attached is a copy of my letter to the Federal Railroad Administration stating our opposition and requesting an extension to the comment period for the Final EIS, and a copy of the Town Council Resolution adopted on January 10, 2017.

We are opposed to any change in the rail corridor in Charlestown as there is no suitable alternative alignment that will not have devastating impacts on our community. While we support rail improvements in general as a necessary transportation alternative, we strongly oppose a project that will rip apart homes, historic neighborhoods, farms, open spaces, and nature preserves while providing the benefits to distant commuters.

Sincerely,

Mark S. Stankiewicz
Town Administrator

cc Charlestown Town Council
RI Department of Administration Director Michael DiBiase
Representative Blake Filippi
Senator Elaine Morgan
Senator Dennis Algiere

4540 South County Trail
Charlestown, RI 02813

Tel (401) 364-1225
Fax (401) 364-1238

Town of Charlestown

January 27, 2017

Honorable James Langevin
US Representative
Summit South, 300 Centerville Road
Suite 200
Warwick, RI 02886

RE: NEC Future Tier 1 Final Environmental Impact Statement

Dear Congressman Langevin:

This letter is to restate the Town of Charlestown's strong opposition to the section of the Old Saybrook to Kenyon By-Pass that is to transect our community as part of the preferred alignment of the proposed upgrade to the Northeast Corridor rail line, and to thank you for supporting us in opposition to this alignment.

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Thank you again for your assistance and to your service to Rhode Island.

Sincerely,

Mark S. Stankiewick
Town Administrator

cc Charlestown Town Council

4540 South County Trail
Charlestown, RI 02813

Tel (401) 364-1225
Fax (401) 364-1238

Town of Charlestown

January 27, 2017

Honorable Jack Reed
US Senator
1000 Chapel View Boulevard
Suite 290
Cranston, RI 02920-5602

RE: NEC Future Tier 1 Final Environmental Impact Statement

Dear Senator Reed:

This letter is to restate the Town of Charlestown's strong opposition to the section of the Old Saybrook to Kenyon By-Pass that is to transect our community as part of the preferred alignment of the proposed upgrade to the Northeast Corridor rail line, and to thank you for supporting us in this effort.

Attached is a copy of my letter to the Federal Railroad Administration stating our opposition and requesting an extension to the comment period for the Final EIS, and a copy of the Town Council Resolution adopted on January 10, 2017.

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Thank you again for your assistance and for all that you do for the State of Rhode Island and the country.

Sincerely,

Mark S. Stankiewick
Town Administrator

cc Charlestown Town Council

4540 South County Trail
Charlestown, RI 02813

Tel (401) 364-1225
Fax (401) 364-1238

Town of Charlestown

January 27, 2017

Honorable Sheldon Whitehouse
US Senator
170 Westminster Street
Suite 1100
Providence, RI 02903

RE: NEC Future Tier 1 Final Environmental Impact Statement

Dear Senator Whitehouse:

This letter is to restate the Town of Charlestown's strong opposition to the section of the Old Saybrook to Kenyon By-Pass that is to transect our community as part of the preferred alignment of the proposed upgrade to the Northeast Corridor rail line, and to thank you for supporting us in this effort.

Attached is a copy of my letter to the Federal Railroad Administration stating our opposition and requesting an extension to the comment period for the Final EIS, and a copy of the Town Council Resolution adopted on January 10, 2017.

We are opposed to any change in the rail corridor in Charlestown as there is no suitable alternative alignment that will not have devastating impacts on our community. While we support rail improvements in general as a necessary transportation alternative, we strongly oppose a project that will rip apart homes, historic neighborhoods, farms, open spaces, and nature preserves while providing the benefits to distant commuters.

Thank you again for your assistance and for all that you do for the State of Rhode Island and the country.

Sincerely,

Mark S. Stankiewick
Town Administrator

cc Charlestown Town Council

Northeast Corridor FUTURE, Washington, DC to Boston, MA
Tier 1 Final EIS
A RESOLUTION IN OPPOSITION TO THE PREFERRED ALTERNATIVE IN CHARLESTOWN, RI

The Town Council of the Town of Charlestown hereby resolves as follows:

WHEREAS, the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS, the proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS, through lack of specific outreach on the part of the Federal Railroad Administration, the Town of Charlestown, its citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown, and as a result there were no comments received from the Town or interested parties in Charlestown during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS, the review and outreach that the Town of Charlestown, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS, the scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe
4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS, the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a period of time which the Town of Charlestown considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS, the Town of Charlestown will bear a significant burden due to loss of areas of environmental, historic, agricultural and social importance without commensurate benefits to the community as a whole.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Charlestown hereby opposes a change to the railroad alignment within its borders, and authorizes its Town Administrator to undertake the following:

1. Prepare and send a letter of opposition to the Federal Railroad Administration, along with a request to extend the comment period on the Tier 1 Final EIS to April 1, 2017.

2. Prepare and send a letter to Governor Raimondo of Rhode Island stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way, with copies to all of its federal and state legislators.

3. Prepare and send letters to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse and Congressman James Langevin stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way.

4. Prepare a detailed response to the contents of the Final EIS, as time may allow, including evidence of incomplete and inaccurate data and improper process, to be distributed to all involved agencies and officials.

5. Prepare and send a request to all municipalities within the State of Rhode Island, requesting support of this resolution.

6. Invite a joint resolution with our neighboring towns in Washington County.

The resolution shall take effect upon passage.

By resolution of the Charlestown Town Council
at a meeting duly held on January 10, 2017.

Amy Rose Weinreich CMC

Attested To By
Amy Rose Weinreich, CMC Town Clerk

TOWN OF CHARLESTOWN, RI
STATEMENT OF OPPOSITION TO THE NEC FUTURE TIER I EIS
Old Saybrook, CT to Kenyon, RI By-Pass

Overall Impacts

The by-pass will require 5.6 miles of new railroad in Charlestown. Within this new rail corridor is the following:

Dozens of homes, three historic mill villages, including Burdickville, Columbia Heights and Kenyon, active and historic farms, including the Amos Green Farm and Stoney Hill Farm, Narragansett Tribal land, 17 private open space properties, the Francis C. Carter Memorial Preserve owned by The Nature Conservancy, and an archived Superfund site which was once the location of a nuclear processing facility.

The proposed rail by-pass is through an east-west corridor of open space that spans nearly the width of Charlestown. This section is part of an 11 mile north-south corridor of open space that extends from the Ninigret National Wildlife Refuge at the ocean, north through the state-owned Burlingame Management Area and Narragansett Tribal land, through the Frances C. Carter Memorial Preserve, and then connecting with the Carolina Wildlife Management Area in Richmond, RI. The east-west corridor also provides more wildlife and potential recreation access to the Pawcatuck River, a nominated Wild and Scenic River. The proposed by-pass will impact the wildlife corridor from the Atlantic Ocean to Richmond and beyond.

With the acquisition of the Carter Preserve by The Nature Conservancy in 2001, this area became a focus of additional acquisition by TNC, RI Department of Environmental Management, Charlestown Land Trust, and others. The purpose of these acquisitions is to build an ever larger un-fragmented area of wildlife habitat, to make open space connections to the Pawcatuck River, and to create an ever richer experience for the public who use these lands for passive recreation. The Town of Charlestown uses this area of our town as part of a package of eco-tourism destinations.

In addition the by-pass crosses the Pawcatuck River, nominated by Congress as a Wild and Scenic River, and lies entirely within the land management area of the recently established Fish and Wildlife Great Thicket National Wildlife Refuge and the EPA designated Wood-Pawcatuck Sole Source Aquifer.

EIS Omissions

The following is a detailed description of the significant parcels that were NOT identified in the Tier I EIS along the by-pass corridor from Westerly to South Kingstown. ***Maps corresponding to these sites are to be sent separately.***

1. **Open space, preserved in perpetuity, tribal land, farms and homes**

- The Grills Preserve in nearby Westerly is underestimated. The Grill's Preserve is a 550 acre conservation area with over 2 1/2 miles of river frontage. The EIS lists this as 480 acres. The Riverwood Preserve in Westerly is omitted from the EIS data. Riverwood Preserve is part of the Westerly Land Trust's Pawcatuck River Corridor Initiative. It consists of 148 acres of woodland, rocky ridges and fresh water wetlands adjacent to the Pawcatuck River and the Boy Scout Camp.

- The Pawcatuck River and Wood Pawcatuck River are crossed several times in Charlestown and Westerly by the new rail alignment. These rivers are nominated by Congress as Wild and Scenic Rivers. They are protected from development by the ongoing Wild and Scenic study sponsored by the National Park Service. The EIS does not list any Wild and Scenic Rivers in Rhode Island.

- After passing through Burlingame Management Area, which the EIS acknowledges as an impacted parkland property, the proposed rail line passes through Hidden Meadows open space. The Town of Charlestown owns a permanent conservation easement on this 25.3 acre conservation/passive recreation area. This parcel is contiguous on four sides with larger parcels of Burlingame and a seven acre parcel of conservation land of The Nature Conservancy. Both of these protected conservation areas are omitted from the EIS.

- After passing through private homes, the rail line cuts across Burlingame Estates open space, a 31.5 acre conservation / passive recreation open space omitted from the EIS. The Town of Charlestown owns a permanent conservation easement on this property.

- The Burlingame Estates open space parcel and the Hidden Meadows open space are contiguous with the 124.6 state owned conservation land which lies between them. The new rail line passes through this state owned and permanently protected property, but it is omitted from the EIS.

- The rail line then passes through about a dozen homes before entering the 142 acre Stoney Hill Farm. This is a farm-to-table operation. They sell grass fed beef, pork, chickens, eggs and Thanksgiving turkeys at the farm and at farmers markets. The farm is enrolled in the Rhode Island Farm Forest and Open Space (FFOS) program. Under this program the farmer has given up the right to develop the land for an extended period, usually 15 years or longer. Protecting, preserving, and promoting this type of farming operation is a priority of both the town and the state. This farm and its important status are omitted from the EIS.

- The rail line then passes through, or adjacent to, another farm. The farm is 15.4 acres, contiguous with the Stoney Hill Farm and also nearly contiguous with tribal conservation land across Kings Factory Road and Shumankanuc Road. This farm is omitted from the EIS.

- Another wooded area contiguous with the Stoney Hill Farm is a 45 acre property recently placed into a permanent conservation easement held jointly by The Nature Conservancy and the Charlestown Land Trust. In December of this year The Nature Conservancy announced the new conservation easement as follows: *"The 45 acre Heinz property is just southwest of the Carter Preserve, and contributes to a growing corridor of conservation along the Pawcatuck River."* This conservation easement does not appear to be in the direct path of the train but it is close by and contiguous with other farms that are. This wooded area and its status as legally protected/conserved land is omitted from the EIS.

- The rail line then crosses Shumankanuc Road and enters Narragansett Tribal land. The Tier 1 Final EIS claims that no tribal land is crossed or impacted by the plan for high-speed rail anywhere in the corridor from Washington DC to Boston. But in this case, tribal land is crossed and that land also is protected by a conservation easement.

- The proposed rail line then crosses a 59-acre farm contiguous with the Pawcatuck River and the Carter Preserve. This farm is omitted from the EIS.

- The new rail line then crosses Kings Factory Road and the Botka Woods Open Space. This 116 acre open space has been recently approved for a permanent conservation easement to be held by the Town of Charlestown.

- After passing through the power line (green way) and four or five houses, the proposed rail line enters the 1,112-acre Francis C. Carter Memorial Preserve. Owned by The Nature Conservancy this property was acquired with help from the Champlin Foundation, the Doris Duke Charitable Foundation, and the Cove Point Foundation. This preserve is one of the largest protected properties in the state, but it was entirely omitted from the EIS. It joins several thousand acres of contiguous forest and contributes to an 11-mile corridor of open space running from the Ninigret National Wildlife Refuge to the state's Carolina Management Area. This conservation property has a strong policy supporting public access for passive recreation. There are seven miles of hiking trails, access for equestrians and bow hunting in season. The proposed rail lines run the length of the Carter Preserve fragmenting it into two roughly equal pieces.

- All of the land between the existing rails, the proposed rails, and tribal land is occupied by the Carter Preserve. NEC Future has made clear a preference to avoid tribal land. For the railroad in the Carter Preserve there is no place to move the rails to avoid parkland conversion except into the existing NEC right-of-way or across more tribal land. The new rail line leaves the Carter Preserve at Route 112, passes through three or four frontage lots on Route 112 and then enters the Amos Green Farm. The Amos Green

Farm is a colonial era farm that is preserved in museum quality and is still a private residence. The 101-acre farm is preserved with conservation easements held by the Charlestown Land Trust. It has recently been the site of Colonial re-enactments sponsored by the Charlestown Historical Society and is open to the public for other special events.

- The Fenner Farm is contiguous with the Amos Green Farm. Fenner is an 85-acre farm protected by a permanent conservation easement held by the Town of Charlestown. The two permanently protected farms make up about 185 acres of contiguous farmland that will be fragmented by the proposed rail line. None of this permanently preserved agricultural land is included in the EIS.

- Moving eastward the proposed route leaves protected open space and passes through or over residential land and then enters the Columbia Heights Historic District. This Historic District is another data omission in the EIS. Historic homes will be removed here for at-grade rail. This very compact neighborhood is eligible for inclusion on the National Register of Historic Places.

- The straightened tracks proceed on a half mile bridge from Columbia Heights to the village of Kenyon, Richmond where many homes are impacted. An aerial structure for the rails over Kenyon will be seen from the Shannock Historic District, which is listed on the National Register of Historic Places.

- The Biscuit City Fishing Area, a Pawcatuck River access point fishing area was developed with Federal Fisheries funds and RI Division of Fish and Wildlife funding. This access will be removed by the new rail project. The new rail line will pass through here as it reconnects with the NEC in the Great Swamp Management Area.

- Other farms impacted are Riverside Farm, Oak Farm, High Meadow Farm and Sweetwater Farm. If any farmland in this area remains after construction, the land will be close to the trains and noise and vibration from passing trains may make this land unsuitable for the types of farming in this area, which is dominated by animal husbandry, grass fed beef, chicken and animal feed.

2. **Narragansett Tribal Lands.** The EIS did not identify property-specific tribal resources. The proposed route passes over tribal land at Kings Factory Road. This parcel was formerly part of the Indian Cedar Swamp Management Area, a RI state wildlife management area. When it was transferred to the Tribe in 1978 as part of the Settlement Act, it was transferred with a permanent conservation easement that requires the land always remain conservation land and not ever be developed.

3. **United Nuclear Corporation (now the TNC Carter Preserve) ground pollution.** The EIS does not identify the former United Nuclear Corporation site which is an archived superfund site. Now owned by The Nature Conservancy, this land was the site of a nuclear processing facility. The UNC plant, which opened in 1964, used chemical processes for the recovery of

uranium from spent fuel rods. Following the closure of the plant in 1980 it was considered as a suitable location for industrial research and development. However, the presence of hazardous material made that impracticable. Following a ten year decontamination effort it was considered safe in 1995 by the Nuclear Regulatory Commission. However, the by-pass as proposed will disturb a tremendous amount of radioactive contaminated soil in this area.

4. **US Fish and Wildlife Great Thicket National Wildlife Refuge.** The recently approved Great Thicket National Wildlife Refuge is not mentioned in the EIS. The US Fish and Wildlife can purchase up to 3,200 acres in southern Rhode Island to protect habitat.

5. **Wood-Pawcatuck Sole Source Aquifer.** The impact on drinking water in all of southern Rhode Island was overlooked in the EIS. This will be disturbed by both construction and new rolling freight.

6. **Cultural Resources and Historic Properties**

The EIS omitted mention of three National Register listed properties: the Old Lyme Historic District in Connecticut; the Bradford Village Historic District in Rhode Island; and the Shannock Historic District in Rhode Island. There are additional historic districts in Rhode Island, including the Westerly Downtown Historic District, the Columbia Heights Historic District and the Kenyon Historic District in Richmond, RI. The very significant impact on Columbia Heights is not mentioned in the EIS. The Columbia Heights Historic District is on the RI Historical Preservation and Heritage Commission list, and is eligible for listing on the National Register. Twenty or so historic bungalows would be removed in this very compact neighborhood which dates to 1918 as a mill village of worker housing. In addition, the aerial structure for the railroad over Kenyon will be seen from the Shannock Historic District, which is listed on the National Register and from Columbia Heights as well. Kenyon Historic District is also eligible for listing on the National Register.

Other Impacts

Environmental Justice: Impact on the Narragansett Tribe (a minority community) and Columbia Heights (an eligible low/moderate income community) is not mentioned. These are both environmental justice issues that were omitted from the EIS.

Tunnel Impacts on Train Speed: If the tracks are straightened, a tunnel will have to be bored in Charlestown under Shumankanuc Hill. According to Amtrak, the train speed limit will have to be reduced to 80 to 90 mph in the tunnel due to a "piston" effect that would cause the train windows to implode at higher speeds. The Charlestown Police Department has measured the current Acela speeds at 97 to 102 mph passing through Charlestown. As a result, the negligible gain in speed will not justify the resulting destruction and financial costs.

Noise and Vibration: The EIS defined the "affected environment" as a 5,000-foot-wide swath centered along the preferred alignment. Increased noise and vibration would be experienced along the route. Wild animals and farm livestock would be disrupted greatly.

Public Health Effects:
The following effects were identified in the EIS as having the greatest potential risk to public health:

- Degradation of water quality, including public drinking supplies
- Disturbance of hazardous waste and contaminated materials
- Increased or prolonged exposure to noise and vibration
- Temporary construction related effects on air quality, such as fugitive dust emissions and operation of construction equipment and disruption in traffic during construction

Summary

Irreversible and Irretrievable Commitment of Resources: With the exception of leaving the rails in the current NEC, there is no alternate route in Charlestown that will not go through Narragansett Tribal land, homes, neighborhoods, farms, the Carter Preserve and other open space. Loss of these natural and cultural resources cannot be mitigated and they cannot be replaced, ever.

As some of the letter writers to the Town have stated:

"To destroy people's homes and properties and wetlands for the sake of saving a few minutes of commute time is preposterous."

"Like burning a log, once you take out the wild places, the historic places, the cultural places – you cannot put them back. You are only left with a pile of ash."

"In our affected Rhode Island and Connecticut communities, we have made extraordinary efforts, at great public expense, to protect historical, cultural and environmental resources, supposedly in perpetuity, in order to support the health and quality of life of people, wildlife, and ecosystems in these communities. While I believe public transportation is critical and must be improved, I don't think that 45 minutes saved for a few people is worth the great environmental, economic, and social disruptions that are sure to result from this plan."

Executive Summary of Deficiencies in Federal Railroad Administration Northeast Corridor Analysis of Tier 1 Final EIS in Charlestown, RI, or the Old Saybrook, CT to Kenyon, RI Bypass

January 10, 2017, the Charlestown Town Council held a public hearing and over 500 residents unanimously objected to the Old Saybrook to Kenyon Bypass.

432 residents signed a petition that night to object to the Bypass. The line to sign the petition went out the door, so many did not object on the petition. Another petition with 2,514 signatures opposing the Bypass was presented to the Charlestown Town Council.

Representatives from Senator Reed, Senator Whitehouse and Congressman Langevin along with two Amtrak representatives were present, but no one from the FRA or the Governor, even though they were invited, attended.

EIS has data omissions and erroneous decisions in the following areas:

- Land Cover
- Agricultural Lands
- Narragansett Tribal Lands
- Parklands and Wild and Scenic Rivers
- Hydrologic/Water Resources
- Ecological Resources
- Geologic Resources
- Hazardous Waste and Contaminated Material Sites
- Cultural Resources and Historic Properties
- Visual and Aesthetic Resources
- Environmental Justice
- Noise and Vibration
- Parklands, Conservation and Historic Resources

These flaws in the EIS are mainly caused by the omission of the following from the data, working west to east. These omissions from the EIS represent 1,797 or nearly 1,800 acres of permanently protected open space that the rails pass through and will be fragmented. There are also many other open space properties that are protected with permanent conservation easements that are in this vicinity that the rails don't pass through, but that are also omitted from the calculations having to do with context:

Open Space, preserved in perpetuity, Tribal Property, Farms and Homes:

- Westerly: The Grills Preserve in nearby Westerly is underestimated. The Grill's Preserve is a 550-acre conservation area with over 2 and 1/2 miles of river frontage. The EIS lists this as 480 acres. The Riverwood Preserve in Westerly is omitted from the EIS data. Riverwood Preserve is part of the Westerly Land Trust's Pawcatuck River Corridor Initiative. It consists of 148 acres of woodland, rocky ridges and fresh water wetlands adjacent to the Pawcatuck River and the Boy Scout Camp.
- The Pawcatuck River and Wood Pawcatuck River are crossed several times in Charlestown and Westerly by the new train tracks. These rivers are nominated by Congress as Wild and Scenic Rivers. They are protected from development by the ongoing Wild and Scenic study sponsored by the National Park Service. The EIS does not list any Wild and Scenic Rivers in Rhode Island.
- After passing through Burlingame, which the EIS acknowledges as an impacted parkland property, the proposed rail lines pass through Hidden Meadows Open Space. The Town of Charlestown owns a permanent conservation easement on this 25.3-acre conservation/passive recreation area. This parcel is contiguous on four sides with larger parcels of Burlingame and a seven acre parcel of conservation land of The Nature Conservancy. Both of these protected conservation areas are omitted from the EIS.
- After passing through private homes, the rails cut across Burlingame Estates Open Space, a 31.5-acre

conservation/ passive recreation open space omitted from the EIS.[2] The Town of Charlestown owns a permanent conservation easement on this property.

- The Burlingame Estates open space parcel and the Hidden Meadows open space are contiguous with the 124.58 state owned conservation land. It lies between them. The new rails pass through this state owned and permanently protected property, but it is omitted from the EIS.
- The rails then pass through about a dozen homes before entering the 142-acre Stoney Hill Farm. This is a farm to table operation with cows, horses, hay, pigs, and chickens. They sell grass fed beef, pork, chickens, eggs, and Thanksgiving turkeys at the farm and at farmers markets. The farm is enrolled in the Farm Forest and Open Space (FFOS) program. Under this program the farmer has given up the right to develop their land for an extended period, usually 15 years or longer. Protecting, preserving, and promoting this type of farming operation is a priority of both the town and state. This farm and its important status are omitted from the EIS.
- The rails then pass through or close by another farm. The farm is a 15.39-acre farm, contiguous with the Stoney Hill Farm and also nearly contiguous with tribal conservation land across Kings Factory Rd. and Shumankanuc Rd. This farm is omitted from the EIS.
- Another wooded area contiguous with the Stoney Hill Farm. This property recently placed a permanent conservation easement on 45 acres. The permanent conservation easement is held jointly by The Nature Conservancy and the Charlestown Land Trust. In December of this year The Nature Conservancy announced the new conservation easement as follows, *"The 45 acre Heinz property is just southwest of the Carter Preserve, and contributes to a growing corridor of conservation along the Pawcatuck River."* This conservation easement does not appear to be in the direct path of the train but it is close by and contiguous with other farms that are in the train's path. This wooded area and its status as legally protected/conserved land is omitted from the EIS.
- The train then crosses Shumankanuc Rd. and enters Narragansett Tribal Land. This parcel was formerly part of the Indian Cedar Swamp Management Area, a RI state wildlife management area. When it was transferred to the Tribe in 1978 as part of the Settlement Act, it was transferred with a permanent conservation easement that requires the land always remain conservation land and not ever be developed. The Tier 1 Final EIS claims that no tribal land is crossed or impacted anywhere by the plan for high-speed rail anywhere in the corridor from Washington DC to Boston. But in this case, tribal land is crossed and that land also is protected by a conservation easement.
- The proposed rail lines then cross 59-acre farm contiguous with the Pawcatuck River and the Carter Preserve. This farm is omitted from the EIS.
- The new rail line then crosses Kings Factory Rd. and the Botka Woods Open Space. This 116-acre Open Space has been recently approved for a permanent conservation easement to be held by the Town of Charlestown.
- After passing through the power line (green way) and four or five houses the proposed train tracks enter the 1,112-acre Francis C. Carter Memorial Preserve. Owned by The Nature Conservancy this property was acquired with help from The Champlin Foundations, the Doris Duke Charitable Foundation, and the Cove Point Foundation. This preserve is one of the largest protected properties in the state, but it was entirely omitted from the EIS. It joins several thousand acres of contiguous forest and contributes to an 11-mile corridor of open space running from the Ninigret National Wildlife Refuge to the state's Carolina Management Area. This conservation property has a strong policy supporting public access for passive recreation. There are seven miles of hiking trails, access for equestrians and bow hunting in season. The proposed rail lines run the length of the Carter Preserve fragmenting it into two roughly equal pieces.
- All of the land between the existing rails, the proposed rails, and Tribal land is occupied by the Carter Preserve. NEC Future has made clear a preference to avoid tribal land. For the rails in the Carter Preserve there is no place to move the rails to avoid parkland conversion except into the existing NEC right-of-way or across more tribal land.The new rail lines leave the Carter Preserve at Rt. 112, pass through a three or four frontage lots on Rt. 112 and then enters the Amos Green Farm. The Amos Green farm is a colonial era farm that is preserved in museum quality and is still a private residence. The 101-

acre farm is preserved with conservation easements held by the Charlestown Land Trust. It has recently been the site of Colonial Reenactments sponsored by the Charlestown Historical Society and is open to the public for other special events.

- The Fenner Farm is contiguous with the Amos Green Farm. Fenner is an 85-acre farm protected by a permanent conservation easement held by the Town of Charlestown. The two permanently protected farms make up about 185 acres of contiguous farmland that will be fragmented by the proposed rail lines. None of this permanently preserved agricultural land is mentioned in the EIS.
- Moving eastward the proposed route leaves protected open space and passes through or over residential land and then enters the Columbia Heights Historic District. This Historic District is another data omission in the EIS. Historic homes will be removed here for rails at grade. This is a very compact neighborhood. This entire Historic District is eligible for inclusion in the National Historic Register. The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register.
- The straightened tracks proceed on a half mile bridge to from Columbia Heights to the village of Kenyon where many homes are impacted.
- The Biscuit City Fishing Area, a Pawcatuck River access point fishing area was developed with Federal Fisheries Funds and RI Division of Fish and Wildlife funding. This access will be removed by the new rail project. The new rails will pass through here as they reconnect with the NEC in the Great Swamp.
- Other farms impacted are Riverside Farm, Oak Farm, High Meadow Farm and Sweetwater Farm. If any farmland in this area remains after construction, the land will be close to the trains and noise and vibration from passing trains may make this land unsuitable for the types of farming in this area, which is dominated by animal husbandry, grass fed beef, chicken and animal feed.
- The 1,800-acre figure does not include active farms bisected by the rail project. Most of these farms are entered into FFOS. These active farms that will be removed or damaged to the point that they can no longer be viable farms account for another acres that were omitted from the EIS.

Of the 5.6 miles of track straightening, 3.8 miles of parkland and protected Open Space are impacted. Where the Town, State of Rhode Island, local Land Trust, or The Nature Conservancy hold a permanent conservation easement, they have a legal obligation to stop the sale or conversion for a use other than conservation/passive recreation/agriculture as specified in the easements.

The proposed track of the rails is through an east-west corridor of open space that spans nearly the width of the town. This section is part of an 11 mile north-south corridor of open space that extends from the Ninigret National Wildlife Refuge at the ocean, north through Burlingame and Narragansett Tribal land, through the Carter Preserve, and then connecting with the Carolina Wildlife Management Area in Richmond. The east-west corridor also provides more wildlife and potential recreation access to the Pawcatuck River, a nominated Wild and Scenic River. The tracks impact the wildlife corridor from the Ocean to Richmond and beyond.

With the acquisition of the Carter Preserve by The Nature Conservancy in 2001, this area became a focus of additional acquisition by TNC, RI DEM, Charlestown Land Trust, and others. The purpose of these acquisitions is to build an ever larger un-fragmented area of wildlife habitat, to make open space connections to the Pawcatuck River, and to create an ever richer experience for the public who use these lands for passive recreation. The Town of Charlestown uses this area of our town as part of a package of eco-tourism destinations.

US Fish and Wildlife Great Thicket National Wildlife Refuge:

The recently approved Great Thicket National Wildlife Refuge is not mentioned in the EIS. USF&W can purchase up to 3,200 acres in Southern Rhode Island.

Wood-Pawcatuck Sole Source Aquifer:

The impact on drinking water in all of Southern Rhode Island was overlooked. This will be disturbed by both construction and new rolling freight.

United Nuclear Corporation (now the TNC Carter Preserve) Ground Pollution:
The EIS doesn't identify the former UNC site as an archived superfund site, but it will disturb a tremendous amount of soil in this area.

Cultural Resources and Historic Properties:
Representative Route includes three NRHP-listed properties: the Old Lyme Historic District in Connecticut; the Bradford Village Historic District in Rhode Island; and the Shannock Historic District in Rhode Island. There are also multiple historic districts in Rhode Island, including the Bradford Village Historic District, Shannock Historic District, and Westerly Downtown Historic District in Washington County. Impact on Columbia Heights is not mentioned. The Columbia Heights Historic District is on the list of Historic Districts at RI Historic Preservation. The entire district is eligible for listing in the National Register. Historic homes will be removed in this very compact neighborhood. This entire Historic District is eligible for inclusion in the National Historic Register. The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register and from Columbia Heights as well. Kenyon is also a Historic District eligible for listing on the National Register.

Narragansett Tribal Lands:
The FRA did not identify property-specific tribal resources. The proposed route passes over Tribal land at Kings Factory Road.

Environmental Justice:
Impact on the Tribe (a minority community) and Columbia Heights (an eligible low/mod community) is not mentioned. These are both environmental justice issues that were omitted from the EIS.

Tunnel Impacts on Train Speed:
If the tracks are straightened, a tunnel will have to be bored in Charlestown under Shumankanuc Hill. The speed limit will have to be reduced to under 100 mph entering and through the tunnel due to a "piston" effect that would cause the train windows to implode.

Noise and Vibration:
The FRA defined the Affected Environment as a 5,000-foot-wide swath centered along the Representative Route. Increased noise and vibration would be experienced along the route. Wild and farm animals would be disrupted greatly.

Summary of Public Health Effects:
The following effects were identified by the FRA as having the greatest potential risk to public health:
Degradation of water quality, including public drinking supplies

- Disturbance of hazardous waste and contaminated materials
- Increased or prolonged exposure to noise and vibration
- Temporary construction related effects on air quality, such as fugitive dust emissions and operation of construction equipment and disruption in traffic during construction

Irreversible and Irretrievable Commitment of Resources:
With the exception of leaving the rails in the current NEC, there is no change of route that will not go through Narragansett Tribal Property, homes, neighborhoods, farms, the Carter Preserve and other open space. Loss of these natural and cultural resources cannot be mitigated and they cannot be replaced, ever.

Construction and Tunneling:
Construction of the Preferred Alternative would require construction staging areas. Even though

temporary, these areas would disrupt wildlife and habitat that might not recover.
If a tunnel were to be dug by a Tunnel Boring Machine (TBM), the Acela speed would have to be reduced to less than 100 mph. The cost for that tunnel would be from $500 M to $1 B for no gain in travel time.

Conformance with local Charlestown Comprehensive Plan and State Guide Plans:
Every section of the Charlestown Comprehensive Plan that has been approved by Rhode Island Statewide Planning is violated.

Rhode Island State Legislator Objections:
Every Washington County Legislator signed a letter of objecting to the Bypass.

Connecticut Congressional Delegation, Governor and impacted residents opposition:
Connecticut residents already report a 25% decline in property values. Both Rhode Island and Connecticut impacted residents have this sword hanging over Charlestown's head for the current and distant future is unacceptable for a 30 to 50 year $130 B project that is unfunded and may never be funded.

Summary:
Charlestown residents depend upon Governor Raimondo, Senator Reed, Senator Whitehouse and Congressman Langevin to speak in one voice to have the FRA drop the Old Saybrook to Kenyon Bypass. The straightening will greatly impact those along the proposed route for a little gain in time with increased speed and a great loss in property value through eminent domain taking. Residents will lose faith in the Federal and State government.

The Town of Charlestown requests letters to the FRA from the Governor, Senator Reed, Senator Whitehouse and Congressman Langevin to Drop the Old Saybrook, CT to Kenyon, RI Bypass from the Tier 1 Final EIS no later than January 31, 2017.

January 31, 2017

Dear Governor Malloy

On November 15, 2015, the Federal Railroad Administration (FRA) presented Connecticut with a once-in-generation choice between three alternatives for modernizing rail travel across the state. As a blueprint for rail travel, transportation spending and regional development, planning and implementation of NEC Future will greatly and inevitably impact the public and the towns where we reside and serve in Southeastern Connecticut.

Unfortunately, the evaluation of these alternatives was not accompanied by a level of detail, a quality of maps, or depth of public outreach which would afford the public or local government sufficient opportunity to evaluate the alternatives, and inform a reasoned final decision by the FRA.

The public's role as reasoned decision-makers is one protected by the courts; until we can fulfill that role, we respectfully oppose the Federal Railroad Administration's attempt to preemptively select an alternative and move too-quickly toward a final Record of Decision. Due-diligence, and effective public engagement, must precede the agency's decision-making.

For southeastern Connecticut, plans for the Kenyon to Old Saybrook Bypass, a $15 billion-dollar infrastructure program, have proven controversial, as they have the potential to fundamentally alter the character and quality of life of our region. As such, we strongly oppose the inclusion of Kenyon to Old Saybrook Bypass route in the Final Environmental Impact Statement (FEIS) and Record of Decision until detailed maps and documentation are provided to the public, and adequate time and opportunity is provided to receive and evaluate public comment.

Sincerely,

Courtney Moore

Courtney Moore

Mystic, CT

CC:

U.S. Sen. Richard Blumenthal

U.S. Sen. Chris Murphy

U.S. Rep. Joe Courtney

Sec. Elaine Chao, U.S. Dept. of Transportation

S10-170214-087

F-1266 Moore_Courtney

HARTFORD CT 061

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Sec. Elaine Chao
215 Dept. of Transportation
1200 New Jersey Ave., SE
Washington DC 20590

S10-170214-087

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Greenwich Preservation Trust

greenwichpreservationtrust.org

P.O. Box 4719
Greenwich, CT 06831

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The Honorable
Elaine Chao
Secretary of Transportation
1200 New Jersey Avenue, S. E.
Washington, DC 20590

Re: NEC FUTURE – Widening the I-95 Fairfield Connecticut Corridor

Date: February 14, 2017

Dear Madam Secretary,

The Greenwich Preservation Trust is writing to oppose the NEC FUTURE Plans that require the inclusion of the "new segment" that will run from the Cos Cob Railroad Station over and by the Greenwich Historic Society campus and Mill Pond dam and then through the Mead Avenue/River Road Historic District, Riverside and then through other historic neighborhoods in Greenwich. We object to the limited notice and opportunity to comment on the plan. We first learned about the plans for "new segment" December 19th just prior to the winter holiday season when many officials and professionals take time away from their duties for personal observances.

It is clear, that the Federal Railroad Administration has failed to demonstrate to the public a compelling need for this "new segment". The "new segment" poses intolerable and unsustainable impacts to the dense historic and environmental resources that define both Southwestern Connecticut and specifically the Town of Greenwich. To proceed with plan is not being sensitive to the damage of air, water and sound pollution as well as impacting historical neighborhoods merely to save 30 to 45 minutes of travel time to commuters is inconceivable.

We have read that in conjunction with the "new rails" the officials are thinking of widening I-95 specifically in the areas of Norwalk through Greenwich Ct. Many studies prove that adding lanes only encourages more driving and does not solve the problem. This project can only prove incredibly expensive. It requires widening bridges, condemning property and causing irreversible damage to the environment.

Given the importance of the Programmatic Environmental Impact Statement (P-EIS) for the future of the Northeast Corridor, we need to be informed of studies and plans. The plans should be clear and more forthcoming.

It is in the public interest that the plans of widening of I-95 be made to the public as they become available. The Widening of I-95 deserves precedent to keep the public informed for the future of our livelihood, property and environment.

We would appreciate it if you could notify the public authorities at the Department of Transportation that the organization the Greenwich Preservation Trust receives the proper plans of both projects so we can inform the public with concise information.

Sincerely,

Jo Conboy
Chairman Greenwich Preservation Trust

Executive Board of Greenwich Preservation Trust
Board of Greenwich Preservation Trust
Advisors of Greenwich Preservation Trust
Elise Hillman Green
Pam Pagnani
Christine Varner

Cc: Honorable Senator, Richard Blumenthal
Honorable Congressman, James Himes
Honorable State Senator, L. Scott Frantz
Honorable State Representative, Mike Bocchino
Honorable First Selectman, Peter Tesei
Honorable Selectman, John Toner
Honorable Selectman, Drew Marzullo

Dr. Kevin Torres
[redacted]
Pawcatuck, CT 06379

January 25, 2017
Secretary Elaine Chao
U.S. Department of Transportation Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Chao,

Two years ago when we looked to move, we only went a mile down the road and stayed in Pawcatuck, CT. That is why I write you today to ask that you please take notice of the Amtrak expansion that is planned to rip through Charlestown, Westerly, Pawcatuck, Stonington, Mystic and the towns south like Old Lyme and Old Saybrook.

These are the towns that struggled after Hurricane Sandy and have finally seen tourism return to the area. They have seen housing prices plummet and just now start to recover. They have seen local hospitals struggle with the current healthcare climate only to join a world-class healthcare network like Yale New Haven Health Systems. These are the towns that have homes of the rebuilders of our aging Navy and have work at Electric Boat clear into 2040. If on any Friday or Saturday night, you can go into downtown Westerly-Pawcatuck and see the revitalization that has occurred. My kids love the ice rink that was built in downtown Westerly, play Little League at Pawcatuck Little League, learned to play soccer at White Rock and have even enjoyed the First Tee Golf Program at Elmridge Golf Course. In addition we are also lucky to have wonderful schools and the teachers that serve in them.

Coming on January 31, the blueprint for the whole Northeast Corridor will be put into place until at least 2040. This current blueprint has a new segment of track for Amtrak high speed trains that will run from Kenyon, RI to Old Saybrook, CT., bypassing the current Mystic and Westerly Stations. This was only recently added to the overall plans for the train from Boston to New York and this section of bypass only promises to save a few minutes of travel. It also promises to rip apart all the wonderful things that I love about our community that I mentioned above and have only major negative impacts on our environment, housing market, character and landscape of our town. If this plan is put out there it will be a black mark on our area at least until 2040. Even if the plan is never enacted anyone looking to come to the area can simply Google our area and may think twice about moving to an area that has a threat of trains going over 160 miles an hour every hour through it. Not only will this not benefit our area but will likely stop the ability for people to go to and from Mystic and Westerly by train any longer.

I was a supporter of President Bush and supported President Trump even though I live the in a liberal state like Connecticut. Please help us to get the Kenyon, RI to Old Saybrook, CT Bypass removed from the Tier 1 plans for the NEC future blueprint before it gets approved and becomes part of the record for years to come.

Congratulations on your new position and I look forward to the many wonderful things you will do over the next 8 years!

Thank you,

Dr. Kevin Torres

Dr. Kevin Torres
[redacted]
Plainfield, CT 06379

F-1268 Torres_Kevin HARTFORD CT 061

26 JAN 2017 PM 5 L

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

S10-170130-025

20590-

NEC FEIS Comments - RECORD #928 DETAIL

Status : [redacted]
Record Date : 3/10/2017
First Name : Robert
Last Name : Martin
Stakeholder Comments/Issues :

While I do not agree with Governor Malloy on every issue, he is certainly correct that the Federal Railroad Administration should focus on overdue investments needed to ensure the Northeast rail corridor is in a state of good repair and can handle ridership for the next 10-to-15 years.

Please defer any decision on the so called By-Pass project until it can be properly studied and the impact on communities such as my home town of Stonington can be more fairly assessed.

We need good train service but it needs to address the needs of small towns as well as the major cities. Upgrading the existing rail path would be far better than trying to squeeze a new rail path into the I-95 right of way.

Bob Martin
[redacted]

NEC FEIS Comments - RECORD #929 DETAIL

Status : [redacted]
Record Date : 3/10/2017
First Name : William
Last Name : Oat
Stakeholder Comments/Issues :

Old Saybrook to Kenyon bypass? Heck no. Go up thru Hartford and Springfield as suggested years ago.

Sent from my iPad

NEC FEIS Comments - RECORD #930 DETAIL

Status : [redacted]
Record Date : 3/13/2017
First Name :
Last Name : [redacted]
Stakeholder Comments/Issues :

-----Original Message-----
Sent: Sat, 11 Mar 2017 9:28
Subject: Quadruple tracking plan for Branford/ Guilford

Dear Sir,madam;
this letter is to voice opposition to the proposed quadruple tracking plan for the Branford and Guilford corridor. The present tracks traverse tidal wetlands and cross several tidal estuaries that feed into Long Island Sound .There are also many upland streams and creeks along the route that feed into these areas as well, feeding these marsh areas . The widening of the railbed to accommodate the additional tracking will impact these sensitive environmental areas along the route . The combined effect of this construction would be miles long ,involving bridges,causeways,tunnels,filling ,blasting ,and associated construction impacts including and beyond the proposed route. This equates to a serious environmental assault through nursery areas of fish ,shellfish ,birds,and mammals alike , over a large swath of shoreline .The potential impact perhaps cannot be measured in what will be lost , as these creatures cannot speak for themselves …yet it is known that these wetlands ,are already stressed by development , and should be protected as they effect the health of the greater resource of Long Island Sound ,..thank you for your consideration ,…Jonathan Waters THIMBLE ISLAND SHELLFISH INC,STONY CREEK, CT.06405

NEC FEIS Comments - RECORD #931 DETAIL

Status : [redacted]
Record Date : 3/13/2017
First Name : Paula
Last Name : Signora
Stakeholder Comments/Issues :

Hello,

I do not support this bypass. It will be devastating to our town.

Paula Signora

Sent from my iPad

THE NEW LONDON DEMOCRATIC TOWN COMMITTEE

NEW LONDON REPUBLICAN TOWN COMMITTEE

newlondongreens

January 23, 2017

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Railroad Administration
One Bowling Green, Suite 249
New York, NY 10004

Subject: NEC Future Tier 1 Environmental Impact Statement

Dear Ms. Reyes-Alicea,

As the Chairpersons of the Democratic, Republican, and Green Parties of New London, CT, we would like to take the opportunity to jointly submit feedback in opposition to the proposed Old Saybrook to Kenyon high-speed bypass.

We oppose the bypass for three primary reasons:

1. **The bypass will erode our tax base by taking property off the tax rolls and reducing the value of adjacent property.**

   As a city of approximately 5.5 square miles, New London has a limited tax base. This tax base is further constrained because nearly 50% of the land within the city is exempt from property taxes. This proposal will remove more property from the tax rolls, creating an even greater burden on our residents, businesses, and property owners.

2. **The bypass will cause irreparable damage to the Hodges Square Historic District and the Winthrop Mill, both listed on the National Register of Historic Places.**

   The bypass is proposed along the I-95 corridor, crossing the Thames River between the two spans of the Gold Star Bridge. This location will not only cause damage to and further isolation of the Hodges Square Historic District, but it also threatens to completely destroy the Winthrop Mill site, which is the homestead of city founder and colonial governor John Winthrop. Damage to these historic and cultural resources represents not only a loss of our local heritage, but that of the state and country as well.

3. **The bypass will relocate high-speed rail service away from our intermodal transportation hub.**

   The current rail station in New London is located in the heart of our Historic Downtown. It represents one piece of an intermodal transportation hub that includes commuter, regional, and intercity rail service; local and intercity bus service; local and interstate ferry services;

and easy motor vehicle access to and from I-95 and I-395. Removing one piece from this hub reduces the efficiency of our regional transportation network, and reduces the customer base for our downtown businesses.

It is rare that political parties reach consensus on an issue, but on this we are united. While we support efforts to improve the efficiency of rail travel, we oppose any actions that will erode our local tax base and destroy our cultural heritage. We respectfully request that the FRA strongly consider our concerns when developing the Selective Alternative, and urge you to remove the bypass from consideration prior to the Record of Decision.

Respectfully Submitted,

Kevin Cavanagh
Chairperson
Democratic Town Committee

Shannon West Brenek
Chairperson
Republican Town Committee

Ronna Stuller
Chairperson
Green Town Committee

The following members of the New London Democratic Town Committee, all being resident s of the City of New London, have voted in opposition to the Proposed Rail Bypass which, if implemented, would have devastated impacts s on our city. The members have authorized me to sign on their behalf.

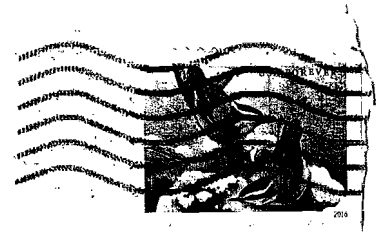
Jenny Alvarez	Maria Bareiss	Ethien Dominguez
Zachary Leavy	Efrain Dominguez	Laura Nadelberg
Catherine Strother	John Gillis	Shirley Gillis
Marie Gravell	Jefferey Hart	Constance Hightower
Frederick Kaeser	Rich Martin	Regina Mosley
Laura Natusch	Leo Navarro	Erica Richardson
Christian Soto	Anthony Nolan	Jason Catala
Margaret M. Curtin	Patrick Day	Sheryl Duzant
Ricky Free	Rob Funk	William Giustini
Scott Garbini	George Grabel	Lisa Giordano
Aracelis V. Haye	Ernest Hewett	Mary Minton
Sean P. Murray	George Potts	Steven Schneidemeyer
Ann Stewart	Michael Tranchida	Earl Wilson
Shirley Zaccheo	Donna Bailey	Christopher Baker
Nancy Baude	Kevin Cavanagh	Bill Cornish
Nancy Dolan	Reona Dyess	Catherine Foley
William Giesing	Jim Kelly	Angela Peralta
Ben Hyde	Linda Mariani	Martha Marx
Michael Passero	Tracee Reiser	John Satti
Christine Synodi	Donald Venditto	Jay Levin

Kevin J. Cavanagh

Chair, New London Democratic Town Committee February 16, 2017

New London Greens
PO Box 883
New London, CT 06320

HARTFORD CT 061
28 FEB 2017 PM 8 L



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

10004$1452 C014

F-1273 Various New London Democrats Republicans Greens

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

Dear NEC Future,

My name is Rosemary Clark from Old Lyme, Connecticut and I am writing to express my sincere objection to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016.

38 years ago my husband and I purchased undeveloped land and built our forever home here in Old Lyme on [redacted] at a cul-de-sac just adjacent to Interstate 95. The memories my family and I have made over the many years living here are priceless. The preferred alternative bypass would directly impact my property and our home. We have absolutely no interest or prospects in vacating or relocating from my family's home.

Furthermore, there has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions, including my family and our home. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Again, I must reiterate on a more personal note that my family and I have lived here at our residence in Old Lyme for over 35 years. The preferred alternative bypass would directly impact our property and our house. Please, don't let the Federal Railroad Administration make my family and I leave our land, our property, our home, where so many memories were made, where my family and I would like to continue to live.

Sincerely,

Rosemary M. Clark

Rosemary M. Clark
[redacted]
Old Lyme, CT. 06371
[redacted]

02/11/2017

Rosemary Clark
[redacted]
Old Lyme, CT. 06371

HARTFORD CT 061
25 FEB 2017 PM 3 L

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

10004-145204

F-1275 Clark_Troy

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

Dear NEC Future,

My name is Troy Clark from Old Lyme, Connecticut and I am writing to express my sincere objection to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016.

38 years ago my parents purchased undeveloped land and built their forever home here in Old Lyme on [redacted], at a cul-de-sac just adjacent to Interstate 95. I have lived here my entire life. The memories my family and I have made over the many years living here are priceless. The preferred alternative bypass would directly impact my family's property and our home. We have absolutely no interest or prospects in vacating or relocating from my family's home.

Furthermore, there has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions, including my family and our home. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.

The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.

The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.

No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.

The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Again, I must reiterate on a more personal note that my family and I have lived here at our residence in Old Lyme for over 35 years. The preferred alternative bypass would directly impact our property and our house. Please, don't let the Federal Railroad Administration make my family and I leave our land, our property, our home, where so many memories were made, where I grew up and where my family and I would like to continue to live.

Sincerely,

Troy C. Clark
[redacted]
Old Lyme, CT. 06371
[redacted]

02/11/2017

F-1275 Clark_Troy

Troy Clark
[redacted]
Old Lyme, CT. 06371

HARTFORD CT 061
25 FEB 2017 PM 4 1

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

10004-145204

New London CITY CENTER District

January 23, 2017

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Railroad Administration
One Bowling Green, Suite 249
New York, NY 10004

Subject: NEC Future Tier 1 Environmental Impact Statement

Dear Ms. Reyes-Alicea,

On behalf of the City Center District of New London, CT, I would like to take the opportunity to submit feedback in opposition to the proposed Old Saybrook to Kenyon high-speed bypass.

City Center District is a tax district that represents over 160 property owners in downtown New London, CT. Our district includes New London Union Station, which has served as New London's railroad station since 1887.

We oppose the bypass for two primary reasons:

1. **The bypass will erode our tax base by taking property off the tax rolls and reducing the value of adjacent property.**

   As a city of approximately 5.5 square miles, New London has a limited tax base. This tax base is further constrained because nearly 50% of the land within the city is exempt from property taxes. The proposed bypass will remove more property from the tax rolls, creating an even greater burden on our residents, businesses, and property owners.

2. **The bypass will relocate high-speed rail service away from our intermodal transportation hub.**

   New London Union Station is located in the heart of our district. It represents one piece of an intermodal transportation hub that includes commuter, regional, and intercity rail service; local and intercity bus service; local and interstate ferry services. Removing one piece from this hub not only reduces the efficiency of our regional transportation network, but also reduces the customer base for our district's businesses. Any loss in their customer base represents a real threat to their solvency.

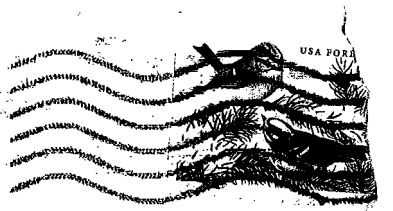
While we support efforts to improve the efficiency of rail travel, we oppose any actions that will erode our local tax base and reduce our businesses' customer base. We respectfully request that the FRA strongly consider our concerns when developing the Selective Alternative, and urge you to remove the bypass from consideration prior to the Record of Decision.

Respectfully Submitted,

Tim Hanser
Board Member and Transportation Liaison
City Center District

City Center District
PO Box 1166
New London, CT 06320

HARTFORD CT 061
28 FEB 2017 PM 8 L



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

10004-145204

F-1276 Hanser_Tim New London City Center District

[redacted]
Guilford, CT 06437
February 23, 2017

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

Re: NEC FUTURE Tier 1 Final EIS

To Whom it May Concern:

My wife and I are writing regarding the recently released planning document relating to NEC Future Tier 1 Final EIS. As homeowners in an area directly impacted by this proposal, we felt it was necessary to express our strenuous objections to this plan. In addition to the damage this proposal would cause to our residence, it would also severely and permanently damage a protected, historic resource, the Connecticut State Route 146 National Register Historic District. The Historic District runs directly along the route of the proposed railway expansion which this plan suggests incorporating through the adjoining towns of Branford and Guilford, Connecticut.

Specifically, we are writing to express the strongest possible objections to your agency's proposal to double-track the existing (and already double-tracked) Branford-Guilford railroad corridor which runs both directly behind our home as well as through the Connecticut State Route 146 National Register Historic District. This quadruple-tracking would damage and/or destroy significant historic and natural resources, including wetlands and historic homes running the entire length of that proposed segment of your NEC FUTURE plan.

The creation of a quadruple-tracked railroad line on the southerly boundary of the existing railroad tracks would necessitate taking land from us and would bring your already double-tracked railroad line to within mere yards of our home, rendering it uninhabitable through both a destruction of our nearby well (which is the only available water source in town) and leaching field as well as by virtue of the railroad's unacceptably close proximity to our home itself.

Alternative plans for track expansion present us with similarly catastrophic and unacceptable consequences. For example, if the plan was amended to add two additional tracks to the north of the existing, double-tracked rail corridor, it would require extensive blasting of the existing granite ledge and hillsides to create a flat, buildable space. This would have devastating effects on availability of clean well water in our neighborhood and on the local environment at large. As alternative

water sources (such as city water) are not provided in our area, these actions would force entire neighborhoods to abandon their homes due to lack of water and septic options.

The negative environmental impacts would remain the same were your agency to attempt to place an additional track on either side of the existing tracks, considering that there is very limited space through which the existing corridor transits. Even after the completion of the construction phase, the potential damage to a Nationally Registered Historic District, as well as that wrought upon entire neighborhoods from increased vibration caused by passing trains, as well as impingement on an already narrow strip of landscaped buffer is too vast to properly quantify here. This plan would irretrievably and completely destroy the environment and historic preservation of the corridor in question.

In conclusion, there is no conceivable way the quadruple-tracking of the Branford-Guilford corridor should be immediately removed from any NEC FUTURE plans. Any potential benefits are wholly outweighed by the negative environmental and historic consequences, not to mention the destruction of property and communities that would be left in the plan's wake. We object to any NEC FUTURE plan that includes such quadruple-tracking, and request that no changes be considered further.

Very truly yours,

James W. Harris

Emilie Waters Harris

Harris
[redacted]
Guilford, CT 06437

HARTFORD CT 061
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NEC FUTURE
U.S. DOT FEDERAL RAILROAD ADMINISTRATION
ONE BOWLING GREEN, SUITE 429
NEW YORK, NY 10004

10004-145204

F-1277 Harris_JamesEmilie

RE: NEC FUTURE TIER I : FINAL EIS F-0278-Mancini_Geri

Geri Mancini
[redacted]
Guilford CT 06437

2/25/17

To whom it may concern:

I live in close proximity to the Amtrac Railroad in Guilford, CT. I am deeply concerned about the plan (Tier I EIS) to expand the tracks behind my house. I feel it will greatly effect the environment near the Salt marsh. Doubling the width of the existing double-tracked rail corridor will have a huge impact on drinking water, septic fields, historic structures and homes that reside along the RR and construction zones. It is essential that you know my opposition to the FRA so This will go on public record.

Thank you

Gmancini

Geri Mancini/Don Butler
[redacted]
Guilford, CT 06437

HARTFORD CT 061
28 FEB 2017 PM 4 L

F-1278 Mancini_Geri

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

RE: NEC FUTURE Tier 1 Final EIS

10004T145204

Connecticut Fund for the Environment

Save the Sound®

February 22, 2017

NEC Future
Acting Administrator
Federal Railroad Administration
U.S. Department of Transportation
One Bowling Green, Suite 429
New York, NY 10004

RE: Tier 1 Environmental Impact State for NEC Future High Speed Rail Improvements Through Coastal Connecticut

Dear Acting Administrator,

Connecticut Fund for the Environment ("CFE") and its bi-state program Save the Sound respectfully submit the following comments on the Tier 1 Environmental Impact Statement ("EIS") for the NEC Future high speed rail project, specifically those portions of the EIS detailing anticipated impacts to coastal Southeastern Connecticut. CFE is a state and region-wide nonprofit organization dedicated to environmental protection and advocacy that represents more than 4,700 members in both Connecticut and New York.

I. CFE is Major Supporter of High Speed Rail and its Numerous Benefits

High speed rail is critical to the transportation future of both the Northeast region and the country. CFE is a longtime supporter of high speed rail service in the Northeast. High speed rail must be an integral component of our nation's transportation infrastructure as the United States moves further into the Twenty-First Century. In addition to making long distance travel faster and more convenient, high speed rail can serve as a major economic driver both as the result of its construction and implementation and the transport efficiencies it will provide to business and private citizens. Accessible high speed rail is not only an efficient mass transit alternative for many citizens, but an effective way of decreasing carbon emissions produced by the transportation sector. This is of particular importance to states such as Connecticut, where the largest increasing portion of the state's greenhouse gas output originates from motor vehicle transportation.[1] Many of Connecticut's major highways, including I-95 and I-84, become clogged with traffic during normal commute times, increasing the potential for excessive greenhouse gas emissions and inefficient use of fossil fuels. Accordingly, alternative means of transport that would decrease congestion on Connecticut's highways in major travel corridors are a necessary and much needed public objective. Given the environmental benefits of high speed rail overall, CFE strongly supports proposals to make high speed rail a reality for commuters along the Northeast Corridor. It must, however, been done properly. The current NEC Future EIS

[1] Acadia Center, "Updated Greenhouse Gas Emissions Inventory for Connecticut: Recent Increases and Underlying Factors," (June 13, 2016), available at http://acadiacenter.org/wp-content/uploads/2016/06/CT-GHG-Emissions-Inventory-Report-2.pdf (last visited Sept. 9, 2016).

provides such scant detail about potential site-specific environmental impacts that CFE is compelled to request that Federal Railroad Administration ("FRA") conduct a much more thorough analysis prior to making any committed decisions regarding the NEC Future project. In its current form, the EIS fails to provide any substantive information from which citizens can draw conclusions regarding the potential environmental impacts of the preferred alternative.

II. The Current Tier 1 EIS Does Not Sufficiently Describe Why FRA Selected the Preferred Alternative

As a threshold matter, CFE questions whether FRA and the Department of Transportation ("DOT") have conducted a sufficient analysis in making the determination that the preferred alternative evaluated the Tier 1 EIS is the most feasible alternative to be pursued in order to increase rail speed along the Northeast Corridor. In regard to Connecticut, the preferred alternative entails following the existing rail corridor with a new track segment from Old Saybrook, Connecticut to Kenyon, Rhode Island and rail improvements to existing track from New Haven, Connecticut to Springfield, Massachusetts. Without meaningful environmental analysis, however, it is impossible to evaluate whether the preferred alternative is, in fact, the best alternative.

In selecting a preferred alternative so early in the process, FRA risks committing a large volume of resources to pursuing an alternative that may, ultimately, be impractical or unduly expensive to implement on the ground. This is particularly so given the preferred alternative at issue, which entails routing a new section of rail through a densely populated portion of the state and includes formidable infrastructure elements, such as a tunnel beneath the Connecticut River, discussed in greater length below. In electing to proceed along the existing coastal rail corridor, CFE is concerned that FRA may have selected convenience at the expense of overall benefit. Although FRA presumably conducted these analyses, the Tier 1 EIS contains very little comparative evaluation of the preferred alternative against the details of some of the other proposed routes through Connecticut. For example, there is no comparison between the Hartford route and the coastal route. Likewise, the EIS does not explore potential issues that may arise in regard to each alternative, such as the difficulty of blazing a brand new segment of rail through rural eastern Connecticut or the potential for the Connecticut River tunnel to be unworkable and replaced with the earlier proposal of an elevated rail bridge. As FRA prepares its final record of decision, CFE urges FRA to seriously explore the pros and cons of the preferred alternative against the routes in some of the other proposals.

III. The Tier 1 EIS Fails to Provide the Public with Adequate Information Concerning the Probable Environmental Impacts and Consequences of the Preferred Alternative

In regard to the preferred alternative as it stands in the Tier 1 EIS, CFE expresses serious concerns about the level of analysis conducted with respect to the proposed new rail bypass between Old Saybrook and Kenyon.[2] In addition to constructing a new segment of rail through a heavily populated and historic portion of the state, the EIS proposes constructing a rail tunnel

[2] Federal Railroad Administration, "Tier 1 Draft Environmental Impact Statement," Appendix A, 40–41 (Nov. 2016), available at http://www.necfuture.com/pdfs/tier1_deis/appendix/app_a.pdf (last visited Jan. 30, 2017).

beneath the Connecticut River estuary.[3] The EIS, however, is devoid of any details or feasibility analyses of such a tunnel. Indeed, there is little that can be determined from the EIS beyond the fact that the preferred alternative contains a tunnel beneath the Connecticut River in Old Lyme, Connecticut. There is no information concerning the design of such a tunnel, whether a tunnel is even feasible in the proposed location, how the tunnel will impact the Connecticut River riverbed, or the presumably extensive environmental impacts that will occur when constructing a subsurface tunnel beneath the largest river estuary in the region. Although the tunnel was ostensibly proposed in order to ameliorate the concerns that the public had with an elevated rail bridge being constructed through the heart of a historic downtown area, as the NEC Future project originally proposed, the lack of meaningful detail about the impacts of constructing such a tunnel leaves open the possibility that will ultimately prove so burdensome and destructive that FRA will fall back on its original rail bridge proposal.

CFE recognizes that the current document is programmatic in scale,[4] yet the analysis of the preferred alternative provides the public with no information other than the fact that FRA anticipates constructing a tunnel and a line on a map where the tunnel will ostensibly be located.[5] Although site specific impacts are relegated to Tier 2 in a tiered EIS process, the decision to do so in the present case leaves numerous communities and citizens in utter uncertainty as to the specifics of FRA's exact plans in regard to the Old Saybrook-Kenyon bypass. As courts have recognized in the context of other Tiered EIS projects, the broad nature of review at the Tier 1 stage can result in serious ongoing implementation and impact problems at Tier 2 and thereafter.[6] Given the lack of precise detail about the proposed tunnel at this stage, there is a risk that when rigorous analysis of the tunnel occurs during Tier 2, FRA will encounter potential impacts that would have best been evaluated—and perhaps avoided—earlier.

For example, given the information present in the current EIS, it is impossible to know the exact manner in which the tunnel will affect the immediate river environment. The EIS does not state whether the tunnel will be through bedrock below the river or a structure along the river bottom or some other alternative. The Connecticut River estuary is unique among the region's estuaries because of its extensive wetland and habitat resources.[7] A tunnel has the potential to seriously disrupt the Connecticut River's natural flow into Long Island Sound and will likely affect the deposition patterns of nutrient rich sediments that flow into the estuary from further upstream. Likewise, if the proposed tunnel's construction will disrupt the layers of sediment already present on the river bottom, such disruption will have the inevitable effect of unearthing pollutants that have become sealed off by more recent sediment deposition and reintroducing them into the water column, in effect repolluting the ecosystem with old pollutants. Yet none of

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[3] *Id.* at 7.5-7.

[4] American Association of State Highway and Transportation Officials, "Guidelines on the Use of Tiered Environmental Impact Statements for Transportation Projects," 3 (June 2009); *see Ilio'ulaokalani Coalition v. Rumsfeld*, 464 F.3d 1083, 1094 (9th Cir. 2006).

[5] Federal Railroad Administration, *supra* note 2.

[6] *See Hoosier Environmental Council v. U.S. Dept. of Transp.*, 2007 WL 4302642, *7 (S.D. Ind. Dec. 10, 2007).

[7] Jenna Pirotta, "Connecticut River Estuary: Haven for Juvenile Fish and Migratory Fish Highway," N.O.A.A. FISHERIES GREATER ATLANTIC REGION, available at https://www.greateratlantic.fisheries.noaa.gov/stories/2012/haven_for_juvenile_fish_and_migratory_fish_highway.html (last visited Jan. 30, 2017).

these details or contingencies are addressed in the Tier 1 EIS, but relegated to later analysis at Tier 2.

Similarly, the Tier 1 EIS does not adequately address the physical impacts that would presumably occur on lands adjacent to the tunnel beneath the Connecticut River. The EIS, for example, is bereft of any meaningful analysis of the potential impacts on the invaluable wetlands that flank the Connecticut River estuary. As previously mentioned, the installation of a rail tunnel on the bottom of the river could, depending on its design and depth, potentially disrupt the historic flow patterns of the Connecticut River, which in turn could lead to the loss of wetlands. Likewise, the actual construction of the tunnel descent on the lands abutting the riverbank could negatively impact or destroy wetlands. Losing wetland acreage in a high population area such as coastal Southeastern Connecticut is a dangerous proposition, given the increased risk of shoreline flooding as climate change ushers in rising sea levels and more frequent extreme weather events. Given the level of detail in the EIS, however, it is uncertain as to whether any such impacts will occur or how extensive they may be. Due to the high risk that harm to wetland resources may ensue, such analysis should not be delayed to a subsequent stage of the administrative process.

Additionally, the Tier 1 EIS delays appropriate analysis of potential impacts to endangered and threatened species until the Tier 2 stage.[8] As is widely recognized, the Connecticut River estuary serves as invaluable habitat to a large number of species. For example, the estuary is noted as possessing one of the highest diversities of fish species in the Northeast.[9] Likewise, the estuary and river corridor serve as an important resource for numerous migratory bird species.[10] As the EIS notes, many federally endangered species are currently present in the very local ecosystem to be affected, including the Roseate Tern (*Sterna dougallii*), Atlantic Sturgeon (*Acipenser oxyrinchus*), Shortnose Sturgeon (*Acipenser brevirostrum*), and several species of sea turtle.[11] As a practical matter, putting off the site specific analysis of impacts to endangered species can result in numerous problems either at Tier 2 or during project implementation, should an endangered species stand in the path of the tunnel's proposed route.[12] The risk of such an occurrence is high, for as the EIS recognizes, Connecticut contains the highest number of endangered and threatened species of all states impact by the overall project.[13] At that point, irretrievable resources and time will have been needlessly spent in vain when an earlier analysis could have avoided such a problem while safeguarding habitat.

CFE also notes its grave concern regarding the earlier proposal for an elevated rail bridge over the Connecticut River that would direct the route of the new spur through the heart of historic Old Lyme and nearby cultural sites such as the Florence Griswold Museum. As the preparation of an environmental impact statement requires the sponsoring agency to consider the

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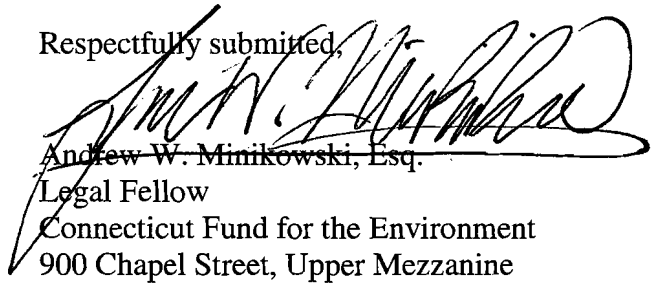
[8] Federal Railroad Administration, *supra* note 2, at 7.6-9.
[9] Glenn D. Dreyer and Marcianna Caplis, "Living Resources and Habitats of the Lower Connecticut River," 56 (Dec. 2001), available at http://digitalcommons.conncoll.edu/cgi/viewcontent.cgi?article=1037&context=arbbulletins (last visited Jan. 26, 2017).
[10] *Id.* at 48.
[11] Federal Railroad Administration, *supra* note 2, at 7.6-5.
[12] *See generally Tennessee Valley Authority v. Hill*, 437 U.S. 153, 98 S.Ct. 2279, 57 L.Ed.2d 117 (1978).
[13] Federal Railroad Administration, *supra* note 2, at 7.6-3.

effects on the "human environment," the health and quality of life in communities directly affected by a massive project such as NEC Future should be of paramount importance in FRA's decision making. Should the Connecticut River tunnel ultimately prove unworkable or overly expensive, CFE shares the concerns of many citizens that FRA will implement the original rail bridge proposal instead, thereby subjecting a historic town center to irreparable damage and a diminution in aesthetic and environmental value. If there is even a remote possibility that FRA may ultimately implement a rail bridge over the Connecticut River as an alternate aspect of the new spur, it must fully present and analyze the expected environmental impacts at the current stage of the process so that the public may be fully and adequately informed of such a possibility.

Overall, CFE recognizes that the NEC Future project is one of enormous scale. Although a Tier 1 EIS is intended to be programmatic in scale, the current document provides directly affected communities and stakeholders with only the merest indications and suppositions as to what actual impacts will entail. In terms of the preferred alternative's Old Saybrook-Kenyon spur and the subsurface tunnel included therein, the lack of concrete detail leaves local communities in a state of uncertainty as to what such a massive infrastructure project will mean in terms of impacts on the human environment and nearby ecosystem resources. As it is entirely possible that a yet unforeseen environmental impact will prevent actual implementation of the preferred alternative as presented, affected communities and the public are justly concerned that a subsequent, on the ground decision will result in earlier aspects of the proposed project being spontaneously resurrected as a means of quickly avoiding a major environmental impact and moving ahead with the project without additional delay. Given the importance of high speed rail to the future, it is necessary that the environmental impacts of any proposal are fully evaluated and understood by all stakeholders prior to moving forward.

Respectfully submitted,



Andrew W. Minikowski, Esq.
Legal Fellow
Connecticut Fund for the Environment
900 Chapel Street, Upper Mezzanine
New Haven, CT 06510
203-787-0646 ex. 108
aminikowski@ctenvironment.org

F-1279 Minkkowski_Andrew CT Fund for Env

Connecticut Fund
for the Environment
Save the Sound®

900 Chapel Street, Upper Mezzanine
New Haven, CT 06510

MANCHESTER
CT 061
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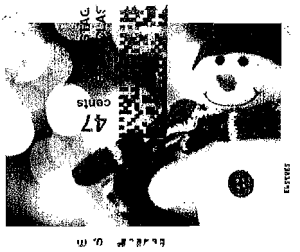

NEC Future
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

10004-145204

Dear Federal Railroad Administration,

We are in opposition to doubling the width of the existing double tracked rail corridor. It will have huge environmental impacts on our well water and others in the neighborhood, septic fields, drinking water, and out homes will be effected by extensive blasting. We need to give local control to our town.
Please sign on the Paul Formica's legislation now.

Thank you,
Sal Naclerio

S. Naclerio
[redacted]
Guilford, CT.
06437

F-1280 Naclerio_Sal

HARTFORD CT 061
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NEC Future
U.S. DOT Federal Railroad Administration
One Bowling Green Suite 429
New York, N. Y. 1004

RE: NEC FUTURE Tier 1 Final EIS

10004$1452 C014

City of New London

Office of the City Council
181 State Street • New London, CT 06320 • Phone (860) 447-5202

February 21, 2017

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

Dear Sir or Madam:

On behalf of the City of New London, I am writing in response to the NEC Future Final Environmental Impact Statement released on December 23, 2016.

The City of New London clearly understands and appreciates the purpose and need for the NEC Future program, and while my City fully supports improved rail service and performance throughout the Northeast Corridor and affirms that the Northeast Corridor is critical to the future economic growth of this part of the country, we are concerned that the Kenyon to Old Saybrook segment of Preferred Alternative poses significant, unstudied, adverse impacts to the economy of the City of New London, and the surrounding region. These impacts far exceed Tier 2 issues of a local and site-specific nature, call into question feasibility and prudence of the Kenyon to Old Saybrook Bypass; and require thorough and sufficient evaluation prior to the selection of a Preferred Alternative and a Record of Decision.

The proposed section of new rail bed that cuts through New London would be especially devastating to my city. The City of New London has approximately 5.67 square miles of land, and of that small area, nearly 50% of the land is non-taxable. New London's commercially developed land area comprises only 270 acres, approximately 7.3% of its total land. The City is one of the most densely populated cities in the State of Connecticut and provides all the municipal services of much larger cities. As such, the City struggles to maintain vital municipal services while keeping the tax burden to its property owners from being uncompetitively high. The proposed Kenyon to Old Saybrook Bypass would create a new rail corridor through New London that would wipe out a significant portion of existing tax generating property. New London simply cannot afford to lose any more taxable land.

Additionally, the Kenyon Bypass proposal circumvents the current Union Train Station in downtown New London. This train station stop is vital to our existing transportation needs, the needs of the region, and our Transit Oriented Development initiatives. It is also hugely important to the successful development and sustainability of the future $100 million National Coast Guard Museum to be located directly adjacent to and connected to Union Station. Any significant reduction in the number of passengers and train stops at this station will assuredly impact the City's growth.

City of New London

Office of the City Council
181 State Street • New London, CT 06320 • Phone (860) 447-5202

New London has begun to rebound economically with the government's renewed investment in submarine construction and the State's commitment to developing the City's deep-water commercial port. Investors and developers are finally beginning to grow the City's limited tax base. Having an ill-conceived federal proposal like the Kenyon to Old Saybrook Bypass looming over the City indefinitely, will discourage needed investment, and negatively impact future development.

I am hopeful that the FRA will remove the Kenyon to Old Saybrook Bypass from NEC Future planning prior to a Record of Decision, and will work more closely with the municipalities in Connecticut to develop an alternative proposal that would protect New London and the other communities impacted by the Kenyon to Old Saybrook Bypass, while still meeting the infrastructure improvements needed for the Northeast Corridor.

Sincerely,

Anthony L. Nolan,
City Council President

CITY OF NEW LONDON
181 STATE STREET
NEW LONDON, CT 06320

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

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CHAMBER of COMMERCE
EASTERN CONNECTICUT

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Waterford, CT 06385
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Thank you to our supporters who contribute significantly to programs in support of the small business community.

Chamber of Commerce of Eastern Connecticut

Board of Directors Resolution

The Old Saybrook / Kenyon Rail Bypass

David Pugliese, Chair of the Board of Directors of the Chamber of Commerce of Eastern Connecticut, Inc. does HEREBY certify that the following is a true and correct copy of a resolution duly adopted at a meeting of the Board of Directors of the Chamber of Commerce of Eastern Connecticut, Inc. Said meeting was held and convened on February 28th, 2017 at which meeting a duly constituted quorum of the Board of Directors was present and acting throughout, and that such resolution has not been modified, rescinded or revoked and is at present in full force and effect.

The Chamber of Commerce of Eastern Connecticut recognizes the important role that AMTRAK serves as a major public passenger carrier throughout the eastern seaboard and fully supports upgrades to the existing railroad bed. The board however expresses major concern with the process applied to developing the Old Saybrook / Kenyon Bypass.

Furthermore, the board believes that the plan as presented will have a detrimental impact on culturally and historically significant communities that the region relies on for employment sustainability and economic growth and that to continue to precede with this ill-conceived plan without support from the business community and the public at large, will seriously damage NEC's once in a lifetime opportunity to draft a blueprint for high-speed rail travel in the state of Connecticut.

Finally, the board respectfully requests that any and all references to the Old Saybrook / Kenyon Bypass should be removed from the plan to avoid further erosion to real estate values in the vicinity of the proposed track.

RESOLVED: That the Chair of the Board of the Chamber of Commerce of Eastern Connecticut, Inc., is empowered to sign this resolution, forward it to:

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

IN WITNESS THEREOF, the undersigned has affixed his signature this 28th day of February, 2017.

David Pugliese, Chair of the Board of Directors

F-1282 Pugliese_David Chamber of Commerce Eastern CT

CHAMBER of COMMERCE
EASTERN CONNECTICUT

914 HARTFORD TURNPIKE • WATERFORD, CT 06385

HARTFORD
CT 061
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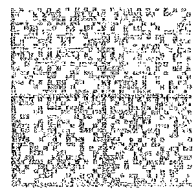

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NEC Future
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

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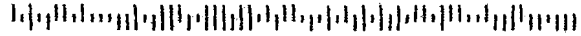

HODGES SQUARE VILLAGE ASSOCIATION

January 23, 2017

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Railroad Administration
One Bowling Green, Suite 249
New York, NY 10004

Subject: NEC Future Tier 1 Environmental Impact Statement

Dear Ms. Reyes-Alicea,

On behalf of the Hodges Square Village Association, we would like to take the opportunity to submit feedback in opposition to the proposed Old Saybrook to Kenyon high-speed bypass.

The Hodges Square Village Association represents businesses, residents, and property owners within the Hodges Square National Register Historic District in New London, CT. Our mission is to revitalize the Hodges Square neighborhood through a concerted community effort that works collaboratively with local, regional, and state partners.

Much of the struggles that our neighborhood have faced over the past 40 years have been a result of the construction of the second span of the Gold Star Bridge and the I-95/Route 32 interchange in the 1970s. These projects created physical barriers between Hodges Square and the rest of the city, contributing to disinvestment in the neighborhood. Our work has been focused on developing ways to encourage reinvestment within our neighborhood. Central to this work has been an effort to reconnect the neighborhood with the rest of the city.

Our neighborhood lies directly in the path of the proposed bypass. If built, the bypass is likely to include land acquisitions within our neighborhood, causing irreparable damage to our residents and businesses while further eroding the City of New London's small tax base. It will further isolate the neighborhood, repeating the cycle of disinvestment that took place as the result of the highway construction projects in the 1970s.

We believe that the Old Saybrook to Kenyon bypass causes more harm to our neighborhood, city, and region than can be offset by the purported benefits of its construction, and we strongly encourage removing the bypass from your plans as you move forward with a Record of Decision.

Respectfully Submitted,

Cathi Strother, Forrest Sklar

Cathi Strother and Forrest Sklar, Co-Chairs, Hodges Square Village Association

F-1283 Strother_Sklar Hodges Square Village

Hodges Square Village Association
1 Bailey Circle
New London, CT 06320

HARTFORD CT 061
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NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

10004-145204

Feb. 20, 2017
Ms. Rebecca Reyes-Alicea
NEC FUTURE Program Manager
Northeast Corridor joint program manager
U.S. DOT Federal Railroad Administration
One Bowling Green Suite 429
New York, NY 10004

Ms Reyes-Alicea,

We recently purchased a home within earshot and eyesight of the proposed rail line along the 95 corridor through Mystic and Stonington CT. We would like to express our dissatisfaction with this plan. There are too many businesses and homes in this area that will be adversely affected if the tracks are run through this area.

We think investment in the current system , repair or replacement of bridges,tracks crossings and raising the tracks is the best solution.

As to rising sea levels due to climate change, the N.R.A. should start working with ALL government agencies to create new policies to prevent this from happening in the future.

To save a few passengers minutes and upset many more people's lives is not right.

Thanks for the opportunity to express our concerns
Philip and Christine Thompson
[redacted]
Mystic, CT 06355

THOMPSON
[redacted]
MYSTIC, CT 06355

PHOENIX AZ 852
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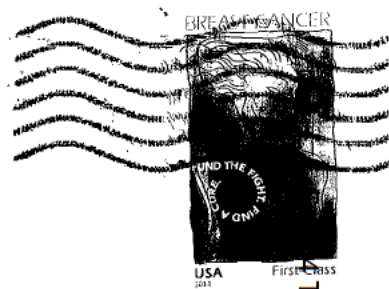

REBECCA REYES-ALICEA
NEC Future PROGRAM MANAGER
NECJOINT Prog MANAGER
U.S. DOT F.R.A.
ONE BOWLING Green-Suite 429
NEW YORK, NY 10004

10004-145204

Thompson_ChristinePhilip

NEC FEIS Comments - RECORD #932 DETAIL

Status : [redacted]
Record Date : 3/15/2017
First Name : Harry
Last Name : Haskell
Stakeholder Comments/Issues :

Dear Madam or Sir,

As a long-time resident of Guilford and a past president of the Guilford Preservation Alliance (GPA), I am writing to express my grave concern about the Federal Railroad Administration's current plans for expanding the Guilford-to-Branford segment of the Northeast Corridor to four tracks.

The decision to move forward with these plans appears to have been made without significant input from the public in either town, and without due consideration of the major impacts such an expansion would have on adjacent natural and historic resources, including sensitive wetlands, the Route 146 National Register Historic District, and Guilford's historic railroad structures, which the GPA is currently working with Amtrak, the Connecticut Department of Transportation, and the Town of Guilford to preserve.

It is in no one's interest that such a major project be approved at the Tier I phase until these potential impacts and any alternatives for the expansion have been fully aired and explored. I strongly urge that the Guilford-to-Branford project be decoupled from NEC Future planning so that it can be subjected to the appropriate, and legally mandated, level of review and scrutiny.

Sincerely yours,

H
?enry O.?
Haskell
[redacted]
Guilford, CT 06437

NEC FEIS Comments - RECORD #933 DETAIL

Status : [redacted]
Record Date : 3/15/2017
First Name : Matt
Last Name : Radulski
Stakeholder Comments/Issues :

Good evening. I live in Branford, Connecticut,and I've heard that NEC Future has plans that include my town. I searched varioussections of the NEC Future webstie and reports, and didn't find any infocontaining the word "Branford" – please send me maps/diagrams (and whatever other information may be conveniently available) of what's plannedfor Branford. Thank you - Matt Radulski, cell [redacted]

NEC FEIS Comments - RECORD #934 DETAIL

Status : [redacted]
Record Date : 3/15/2017
First Name : Harry
Last Name : Haskell
Stakeholder Comments/Issues :

Dear Madam or Sir,

As a long-time resident of Guilford and a past president of the Guilford Preservation Alliance (GPA), I am writing to express my grave concern about the Federal Railroad Administration's current plans for expanding the Guilford-to-Branford segment of the Northeast Corridor to four tracks.

The decision to move forward with these plans appears to have been made without significant input from the public in either town, and without due consideration of the major impacts such an expansion would have on adjacent natural and historic resources, including sensitive wetlands, the Route 146 National Register Historic District, and Guilford's historic railroad structures, which the GPA is currently working with Amtrak, the Connecticut Department of Transportation, and the Town of Guilford to preserve.

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Sincerely yours,

H
?enry O.?
Haskell
[redacted]
Guilford, CT 06437

NEC FEIS Comments - RECORD #935 DETAIL

Status : [redacted]
Record Date : 3/15/2017
First Name : Matt
Last Name : Radulski
Stakeholder Comments/Issues :

Good evening. I live in Branford, Connecticut,and I've heard that NEC Future has plans that include my town. I searched varioussections of the NEC Future webstie and reports, and didn't find any infocontaining the word "Branford" – please send me maps/diagrams (and whatever other information may be conveniently available) of what's plannedfor Branford. Thank you - Matt Radulski, cell [redacted]

NEC FEIS Comments - RECORD #936 DETAIL

Status : [redacted]
Record Date : 3/15/2017
First Name : Rupert
Last Name : Friday
Stakeholder Comments/Issues :

Federal Railroad Administration
Attn: Ms. Rebecca Reyes-Alicea

Thank you for providing a teleconference briefing to the Rhode Island Senate Finance Committee Meeting about the Northeast Rail Corridor Proposal.

During that meeting, you made a statement that:
'your analysis is that there is no possibility to accommodate new rails in the existing corridor' in Rhode Island.

(I'm paraphrasing what I heard you say.)
You indicated that this analysis was why - or at least part of the reason why - the "Old Saybrook to Kenyon Bypass" was proposed in the preferred alternative presented in the EIS.

This was the first time I heard this statement.
I read the EIS and I did not see that statement in the EIS or any analysis that was used to make this determination.

This statement to the Senate Finance Committee was surprising to me because the EIS states in many places that the analysis done for Tier 1 was not detailed enough
to identify specific corridors and improvements. In my opinion, detailed site specific analysis would be required to determine that the existing corridor can not accommodate additional rail lines.

Could you please point me to the information in the EIS or other analysis that led to the statement made to Rhode Island's Senate Finance Committee that the existing rail corridor right of way cannot accommodate additional rail lines?

Thanks for your help finding this analysis.

Rupert
Rupert Friday
RI Land Trust Council
rfriday@rilandtrusts.org <mailto:rfriday@rilandtrusts.org>
401-932-4667

NEC FEIS Comments - RECORD #937 DETAIL

Status : [redacted]
Record Date : 3/15/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Please see the attached statement by the Branford Historical Society, regarding the NEC Future Project, as it relates to the Connecticut Shoreline, more specifically the Branford-Guilford segment.

Thank you for your attention to our concerns.

Virginia Page, PresidentBranford Historical Society PO Box 504 124 Main St.Branford, CT 06405www.branfordhistoricalsociety.org

Attachments : BHS Ltr to FRA 031517.pdf (205 kb)
CT Trust Public Comment on NEC Future.pdf (6 mb)
NTHPletter 031317.pdf (232 kb)

Branford Historical Society

PO Box 504
Branford, CT 06405
www.branfordhistoricalsociety.org

March 15, 2017

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004
via Email: info@necfuture.com

Re: NEC FUTURE – Branford-Guilford

Dear Federal Railroad Administration and NEC Project Team,

On behalf of the Branford Historical Society, we submit our support of the statements made by CT Trust for Historical Preservation [attached] and the National Trust for Historic Preservation [attached] regarding the Tier 1 Final EIS for NEC Future as it relates to the Connecticut Shoreline, adding further the Branford-Guilford segment.

Our concern is that not enough sufficient evaluation of potential adverse impact to historic resources of the Branford-Guilford segments have been conducted, to inform the decision-making process, and to provide public involvement, as required under Section 4(f) of the DOT Act of 1966.

We ask that the FRA hold timely public meeting in Branford or Guilford to sufficiently involve and inform the public in the NEC Future planning process. We ask that the FRA provide additional and sufficient information and maps to justify the selection of the Branford-Guilford expansion as part of the Record of Decision. We ask that the FRA explain how this plan incorporates "all possible planning to minimize harm." We ask that the FRA undertake the necessary studies to comply with provisions of Section 4(f), and NEPA, prior to including this project in a Tier 1 Record of Decision. We ask that the FRA consider the feasible and prudent avoidance of the adverse impact to what is adjacent to the Branford-Guilford segments, namely the significant natural and historic resources, sensitive wetlands, Route 146 on the National Register Historic District, historic railroad structures, and historic homes.

We support the efforts by the Connecticut Trust for Historic Preservation and the National Trust for Historic Preservation on our behalf to engage and inform these concerns. We stand with them and we respectfully oppose the proposed addition of track on the Branford-Guilford segment.

Sincerely,

Virginia Page
Virginia Page, President
Branford Historical Society

cc: CT Trust for Historic Preservation: Daniel Mackay; Gregory Stroud
National Trust for Historic Preservation: Elizabeth Merritt
Governor Dannel Malloy
Senator Richard Blumenthal
Senator Chris Murphy
Representative Rosa DeLauro
CT State Senator Ted Kennedy
CT State Representative Lonnie Reed
CT State Representative Sean Scanlon
CT DOT Commissioner James Redeker

CT·TRUST
FOR HISTORIC
PRESERVATION

February 22, 2017

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green Suite 429
New York, NY 10004
Via Email: info@necfuture.com

Dear Federal Railroad Administration and NEC Future Project Team:

On behalf of the Connecticut Trust for Historic Preservation, Connecticut's statewide historic preservation advocacy organization, and SECoast, our special project dedicated to organizing and educating the public to protect Southeastern Connecticut and the Lower Connecticut River Valley, we submit the following comments to provide feedback on the Preferred Alternative and the contents of the Tier 1 Final EIS for NEC Future. These comments are provided during the Waiting Period prior to development and issuance of the Record of Decision (ROD) for this project.

Since January 2016, the Connecticut Trust and SECoast have worked diligently and effectively to direct significant public attention to the NED Future Tier 1 EIS process. We did so out of grave concern for the impacts of proposed planning on the historic, cultural and environmental resources of Connecticut's coastal communities. An education campaign that initially centered on Old Lyme, the western gateway of the proposed Old Sayrbook to Kenyon bypass, soon expanded region wide, jumped states to Rhode Island, and now includes Fairfield County communities in western Connecticut as well.

We have organized a notable volume of informed commentary on the NEC Future Plan, but remain concerned that the Federal Railroad Administration has not acknowledged public, municipal, legislative, or Congressional concerns expressed in two states about their fundamentally flawed planning process, insufficient public outreach, or un-substantiated inclusion of the Old Saybrook to Kenyon bypass in the F-EIS.

No state along the entire Northeast Corridor is as significantly or extensively impacted by the NEC Future planning process as Connecticut. The representative route of the Preferred Alternative identified in the Tier 1 F-EIS directly impacts numerous historic and environmentally sensitive communities. Singularly and collectively, these are resources that cannot be mitigated or replaced, and the Connecticut Trust is pledged to defend them.

Regards,

Daniel Mackay
Executive Director
CT Trust for Historic Preservation

Gregory Stroud
Director of Special Projects
CT Trust for Historic Preservation

CT·TRUST
FOR HISTORIC
PRESERVATION

NEC FUTURE: Final Environmental Impact Statement

Public Comment

February 17, 2017

Daniel Mackay, Executive Director
Connecticut Trust for Historic Preservation

Gregory Stroud, Director, Special Projects
Connecticut Trust for Historic Preservation

Robin Breeding, Co-Director, Acting
Diane Mallory, Co-Director, Acting
SECoast

An Unprecedented Federal Process

It is unfortunate, that the Federal Railroad Administration has chosen to adopt a National Environmental Policy Act (NEPA) process, as part of NEC Future, that attempts to circumvent, rather than satisfy, well-established standards for federal planning, environmental and preservation law. As many have noted, both in favor and opposed, NEC Future is unprecedented. Such novelty, as part of a $120-plus billion-dollar program, amounting to likely hundreds of federal actions of significant impact, should give the public, the courts, and decision-makers pause.

As purely a matter of process, NEC Future sets an unacceptably low bar for present and future infrastructure planning in Connecticut. For this reason alone, the Connecticut Trust for Historic Preservation will oppose, and if necessary contest, such efforts to circumvent meaningful environmental review as required by the National Environmental Policy Act, and related regulation. For nearly a half-century, such review has enrichened, rather than truly impeded, development and progress in the United States.

It is evident, however, that NEC Future is already more than a matter of process, creating significant facts on the ground, such as shaping property values and investment, posing significant threats to cultural and historic resources in Connecticut, and their meaningful environmental surroundings.[1] You cannot simply draw a line on a map of coastal Connecticut, a line representing billions of dollars of construction, development, and eminent domain, representing seventy-nine miles of proposed new rail corridor through communities uniquely dense with environmental and historic resources, without far-reaching consequences not easily undone.

The Connecticut Trust is not opposed to progress, or to modernizing the existing corridor. Nor is it in the interest of any party, including the Connecticut Trust, to tie up needed infrastructure investment in endless, unwanted and unnecessary legal battles. But like transportation, historic and environmental resources in New England are a significant motor for economic development, investment, and sustainable growth.[2] The National Environmental Policy Act, and the courts, have established a balance of baseline standards for environmental review, not to impede, but to foster worthwhile federal actions.

"Stubborn problems … swept under the rug"

This balance of public interests is apparent in *Silva v. Lynn*, a four-decade-old decision by the First Circuit Court, requiring a detailed environmental impact statement to help "insure the integrity of the process of decision by precluding stubborn problems or serious criticism from being swept under the rug." Three decades later, in *Utahans for Better Transportation v. United States Department of Transportation*, the Tenth Circuit Court ruled that agencies must include a reasonable range of alternatives that are "non-speculative and bounded by some notion of feasibility."

One wonders, if not in this instance, then at what point can we reasonably agree that an alternative or route or matter of construction has exceeded notions of speculation and feasibility? Surely there is no more fitting example of a potentially stubborn problem than the extraordinary and entirely unstudied challenges posed by seventy-nine miles of new rail corridor through Connecticut; a corridor that when unbundled at Tier 2,[3] will pose so many challenging, impactful, and constituent problems that the endeavor has been dismissed outright by Senator Richard Blumenthal of Connecticut, as "half-baked and harebrained."[4]

How else to describe the selection and inclusion of these seventy-nine miles of new rail corridor in a Preferred Alternative based on nothing more substantial than "readily available data," than as "stubborn problems … swept under the rug"? Without significant revision, the Federal Railroad Administration's current plans for Connecticut, as delineated in the F-EIS documentation, do not merely invite intervention through the courts, they nearly require it.

Putting aside the considerable financial, environmental, engineering and historic preservation concerns of crossing of the Connecticut River at Old Lyme (whether by tunnel or aerial structure); putting aside the engineering and national security concerns of constructing likely the third-longest railroad bridge in the United States to cross the Thames River near the Naval Submarine Base New London; given that the NEC Future Final Environmental Impact Statement (F-EIS) acknowledges that "the greatest potential for the Preferred Alternative to contribute to adverse cumulative effects is where new segments are proposed"[5]; given that, in addition, the NEC Future F-EIS highlights both New Rochelle to Greens Farms, and Old Saybrook to Kenyon, as two of four new segments along the entire Northeast Corridor with "the greatest

potential for impact" due to planned "elevated construction"[6]; given the extraordinarily narrow confines for significant new construction in coastal Connecticut, and in Fairfield County in particular; isn't a significantly more detailed environmental impact statement for these seventy-nine miles of new rail corridor, prior to foreclosing on other routes and solutions with a Tier 1 Record of Decision, simple prudence and due-diligence?

Streamlining, Diligence and Executive Order 13274

Indeed, nearly thirty years after *Silva v. Lynn*, such prudence and diligence was underscored as part of an effort, with Executive Order 13274, to streamline the NEPA process under President George W. Bush. Tasked with guiding federal agencies to avoid a growing and stubborn problem[7] of evaluating indirect and cumulative impacts in a manner satisfactory to the courts, the Indirect and Cumulative Impacts Work Group issued a *2005 Base Line Report*, which identified a lack of early and sufficient study as a primary cause of unnecessary delays. The report went on to recommend "consideration of impacts earlier in planning."

> Analysis of indirect and cumulative impacts is required at the project development stage. In order to expedite analysis in project development and ensure consideration of the most environmentally beneficial outcomes, the planning process is an important point in which to begin the process of considering indirect and cumulative impacts, and to integrate transportation, land use, and environmental planning.[8]

It is hardly the case that existing regulatory standards have placed the Federal Railroad Administration at a disadvantage, or that additional study of the seventy-nine miles of new rail corridor in Connecticut would lead to meaningful delays in planning, investment or construction, given more than a decade's worth of pending higher priorities along the existing Northeast Corridor.[9] Surely, the Federal Railroad Administration can take the time *to speed up* the process, by giving a potentially stubborn problem due consideration, guided by the *2005 Base Line Report* and various federal court rulings cited herein.

The National Environmental Policy Act as a 'Sunshine Law'

For the last four decades, the courts have consistently allowed the federal government a remarkable freedom of action, with the simple and reasonable constraint of providing for informed public comment and decision-making. The National Environmental Policy Act is a modest but essential guarantor of good process, through a mechanism of 'sunshine.' But for this

check and balance to have any meaning or purpose, the D.C. Circuit Court ruled in *Calvert Cliffs' Coordinating Committee v. United States Atomic Energy Commission* that federal agencies must be held to a "strict standard of compliance."

The court set a notably high bar of "full disclosure," tempered only by a "rule of reason," for the purposes of informing every important stage of the decision-making process, noting that in 42 USC § 4332 "the phrase 'to the fullest extent possible' clearly imposes a standard of environmental management requiring nothing less than comprehensive and objective treatment by the responsible agency."

Regulations for implementing the procedural provisions of the National Environmental Policy Act are equally clear, and stringent, that the Federal Railroad Administration must "make diligent efforts to involve the public," as required by C.F.R. 1506.6(a), and for the purposes of providing sufficient detail for timely decision-making, must provide "any underlying documents available to the public pursuant to the provisions of the Freedom of Information Act" as required by C.F.R. 1506.6(f).[10]

Usefulness and Sufficiency in *Carmel-by-the-Sea v. U.S. DOT*

Although the National Environmental Preservation Act does not specifically require mitigation for direct, indirect, or cumulative impacts, in *Carmel-by-the-Sea v. U.S. DOT,* the court found that NEPA analyses must evaluate the combined effects of actions in sufficient detail to be "useful to the decision maker in deciding whether, or how, to alter the program to lessen cumulative impacts."[11] This standard applies also to a variety of statutes relevant in this case requiring consideration of indirect or cumulative impacts, including the Clean Water Act (CWA) Section 404 (b)(1) [40 CFR 230 subpart B], Section 106 of the National Historic Preservation Act (NHPA) [36 CFR 800], Section 7 of the Endangered Species Act (ESA), the Farmland Protection Policy Act [7 CFR 658], and Section 309 of the Clean Air Act.

Never has it been sufficient simply to amass fourteen-hundred pages or so of FEIS documentation—three pages per project mile, one page per $85 million of project dollars—and satisfy the courts. The amassed detail must also be "useful," as explained in *Carmel-by-the-Sea*, and it must concentrate on issues of true significance for the purposes of decision-making, rather

than useless detail, as explained by the Supreme Court in *Marsh v. Oregon Natural Resources Council*. The provided detail must also be reasonably consistent, as required in *Marsh*, when the Court adopted arbitrary and capricious as a standard for the review of an Environmental Impact Statement (EIS).

As explained in *Motor Vehicles v. State Farm*, "an agency rule would be arbitrary and capricious if the agency … entirely failed to consider an important aspect of the problem." Even allowing for the Court's further guidance, which precludes "flyspecking" an EIS to determine whether claimed deficiencies are significant enough to defeat the purpose of the National Environmental Policy Act, it is clear that in planning the seventy-nine miles of new rail corridor in Connecticut and Rhode Island as part of NEC Future, the Federal Railroad Administration has substantially failed to meet these well-established standards.

Tiering, Decision-making, and Ripeness

An EIS is not an end in itself, or a retrospective exercise, but a constituent part of an enduring, multi-part decision-making process. In the case of NEC Future, this EIS is a Programmatic Environmental Impact Statement (P-EIS), replacing an existing blueprint dating to 1978 for the entire four-hundred-fifty-three-mile corridor stretching from Washington, D.C. to Boston, and ancillary off-corridor projects.[12] Following issuance of a Record of Decision at the close of Tier 1 (expected as early as March 1, 2017) this P-EIS will guide development and investment for the Northeast Corridor until at least 2040. The decisions made prior to and the decisions made resulting in the Record of Decision present once-in-a-generation opportunities to shape the economic future of the northeastern United States.

We do not dispute that due to the sheer scale of the project, the separation of NEC Future into two successive tiers is not only reasonable, but a well-established part of NEPA. Each tier is structured by a standard of ripeness, providing the Federal Railroad Administration reasonable latitude to collect and evaluate data, provided that sufficient detail is offered in a timely manner to inform decision-making. As explained in 40 C.F.R. 1508.28(b), "[t]iering in such cases is appropriate when it helps the lead agency to focus on the issues which are ripe for decision and exclude from consideration issues already decided or not yet ripe."

In the case of NEC Future, however, the Federal Railroad Administration has set a standard of ripeness which is unnecessarily narrow; which is insufficient to inform the evaluation and selection of an Action Alternative which impacts Connecticut and Rhode Island; which is arbitrary in its equal consideration of well-studied and unstudied projects bundled temporarily together for the purposes of Tier 1; and which, by relying on a Tier 1 standard of "readily available data," and delaying consideration of "site-specific" and "location-specific" issues until after a Record of Decision, leaves unstudied potentially stubborn regional problems, including the construction of seventy-nine miles of new rail corridor in Connecticut and Rhode Island, as well as the significant engineering challenges represented by crossings at the Connecticut River and Thames Rivers.

Kenyon to Old Saybrook Bypass

In the case of the proposed new crossing of the Connecticut River, not only are there significant stubborn concerns regarding potential impacts to National Historic Landmark Florence Griswold House and Museum, the historic structures of the Lyme Academy of Fine Arts, the surrounding Old Lyme National Register historic district, numerous additional National Register-eligible structures, and the only major river mouth in the northeastern United States without a developed port. The uncertain choice of construction of a bridge or tunnel suggests multi-billion dollars in additional project costs, an uncertain quantity and quality of additional impacts, raising fundamental questions concerning the plausibility and feasibility of the entire fifty-mile Kenyon to Old Saybrook Bypass.

Given the extraordinary challenges of planning and constructing a crossing of the Connecticut River, and the necessity of such a crossing to create the western gateway for the fifty-mile Kenyon to Old Saybrook Bypass, to select this routing, and to foreclose on alternatives, to rely solely on "readily available data" and to claim that these issues do not rise above "site-specific" or "location-specific" lacks not only prudence, but reason and commonsense.

Fifteen miles further to the east, the proposed Kenyon to Old Saybrook Bypass requires a crossing of the Thames River at New London. Given the compact nature of the small 5.6-square-mile city with 40% of property by-value tax-exempt, and the already considerable acreage consumed by existing transportation infrastructure, a proposed planned aerial structure through

the limited commercial tax base of New London poses an irreconcilable, almost existential, impact.[13] The nearby Naval Base New London raises considerable, but uncertain, questions of impacts to national security activities. The crossing would directly impact the National Register-pending historic district of Hodges Square, undermining state and local planning efforts to restore cohesiveness to a city torn apart by a previous generation of transportation projects, including the I-95.SR-85 and SR-32 interchanges. The I-95 Gold Star Bridge, at 6000 feet in length, is presently the longest bridge in Connecticut. At a required 1.5 percent grade, engineering and designing a parallel aerial rail crossing would require the third-longest railroad bridge in the United States, at 18,000 feet in length.[14]

Figure 1. Gold Star Bridge and extant crossings of the Thames River at New London

Given the extraordinary challenges of planning and constructing a new high speed rail crossing on a new alignment over the Thames River, and the necessity of such a crossing for the fifty-mile Kenyon to Old Saybrook Bypass, to select this routing and to foreclose on alternatives by relying solely on "readily available data" and to claim that these issues do not rise above "site-specific" or "location-specific" again lacks not only prudence, but reason, and commonsense.

Thirty miles further to the east the proposed Kenyon to Old Saybrook Bypass poses numerous and significant impacts to historic, natural and easement-protected resources in the area of Charlestown, Rhode Island, including the National Register-listed Shannock Historic District, the National Register-eligible Columbia Heights Historic District, and the National Register-eligible Kenyon Historic District. The proposed route would travel over the White Rock Aquifer, which serves Westerly, RI and Pawcatuck, CT. The proposed route would also bisect a long strip of land, stretching nearly to the existing corridor, which was ceded to the Narraganset Tribe as

part of the 1978 Settlement Act. This tribal land was omitted from the data collected in the DEIS and FEIS process to inform the selection of the Preferred Route.

Agency Discretion and "Hard Look"

The considerable discretion granted federal agencies by the courts, as explained more than forty years ago in *Greater Boston Television Corp. v. FCC*, requires a counterbalancing standard for environmental review, that agencies take a "really 'hard look' at the salient problems and … genuinely engage in decision making" or else invite the intervention of the courts. It is unfortunate that in the case of the Kenyon to Old Saybrook Bypass, the Federal Railroad Administration has enjoyed such discretion, while failing provide a sufficient balance as part of a timely environmental review. Even by a dubious standard of "readily available information" the agency has fallen short. The NEC Future F-EIS lacks even a cursory evaluation of Thames River or Connecticut River crossings.

The Federal Railroad Administration has failed to include a supplemental EIS to review a proposed change at the Connecticut River from an aerial to a tunnel crossing. The formula included as part of the F-EIS to calculate environmental mitigation costs fails to meaningfully or reasonably evaluate the potential impacts of tunnel construction at the mouth of the Connecticut River, with the improbable assumption that a tunnel stretching at least four miles beneath river and estuaries, under a community largely dependent on wells for its water supply, built on glacial drift—all readily available information—would require "negligible environmental mitigation costs along and above their alignment with potential impacts only at their portal sites and only a few limited locations where ventilation structures would be needed at the surface."[15]

We do not dispute that the NEC Future Tier 1 environmental review may be sufficient, and the salient issues not yet ripe, for many areas along the Northeast Corridor where NEC Future planning is confined to the existing rail corridor, or involves well-considered projects predating NEC Future planning, such as the Hudson and Baltimore and Potomac Tunnel projects being prominent examples. In such cases, as is evident in the public comment submitted on the NEC Future Draft Environmental Impact Statement (D-EIS), the choice of 'blueprint' was not a notably salient issue.

Added Burden of Tier 1 Decision-making for Connecticut and Rhode Island

In Connecticut and Rhode Island, however, the Tier 1 review process has presented the public and decision-makers with the significant additional burden of selecting between three distinct Alternatives; each offering an alternate plan for many additional unstudied miles of new rail corridor; each posing vast, but uncertain, impacts. This burden was well-reflected in the volume and topicality of public comment on the NEC Future D-EIS, most notably in the outsized controversy and quantity of public comment from along the proposed Kenyon to Old Saybrook Bypass through southeastern Connecticut and Old Lyme, amounting to roughly half of all comments submitted by the public.

Charlestown, Rhode Island, likely the community second-most-impacted by the Preferred Alternative, was unfortunately entirely uninvolved in the environmental review process until months after the close of public comment for the D-EIS, so municipal leadership and residents contributed no comments until after the release of the F-EIS in December 2016. With the exception of the localized impact to the Patuxent Research Refuge in Maryland, which the F-EIS document indicates has been removed from NEC Future planning, and the routing through Long Island, shared with Connecticut as part of Alternative Three, such concern or controversy was unmatched elsewhere on the Northeast Corridor.[16]

Unfortunately, this additional decision-making burden was not balanced by additional detail, evaluation, or study, leaving the public and local and state officials insufficiently informed to understand or comment on a blueprint which would shape billions of dollars of infrastructure spending over the next three decades. In a public comment which summarized the concerns of involved state agencies, including the Connecticut Department of Transportation (CT DOT), Connecticut Governor Dannel Malloy refrained from selecting any of the three Alternatives without more detail and evaluation:

> Connecticut does not endorse any particular Action Alternative at this time. Rather, Connecticut strongly recommends that FRA initiate a phased Tier 2 Environmental Impact Statement (EIS) program. The first phase of the Tier 2 EIS should focus on enabling all projects identified in the No-Action Alternative (funded or unfunded) .... Additionally, this program should acknowledge and advance the federally-funded "Knowledge Corridor" initiative. Only after this is completed should major new capacity be evaluated. These bolder and more costly initiatives deserve much more rigorous and comprehensive evaluation before FRA can recommend investments of this magnitude .... Connecticut strongly recommends that FRA conduct this new corridor evaluation .... at a minimum: service development plans; forecasts of future land

> use and development; detailed economic and cost/benefit analysis; specific right-of-way, environmental, energy and construction impacts to our communities as well as our other transportation modes; and a coherent and sustainable funding strategy.[17]

On January 4, 2016, *The Connecticut Mirror* quotes CT DOT Commissioner and NEC Commission chairman James Redeker who sounds similarly doubtful of the detail available to inform the Tier 1 decision-making process in Connecticut:

> [E]ven James Redeker, Connecticut's transportation commissioner and the chair of the Northeast Corridor Commission that oversaw development of the study, was not sure it provided those affected by it with enough to judge it," the Connecticut Mirror reported on January 4, 2016. "Instead, NEC Future offered rail corridor options consisting of general locations, little detail about what it would take to put the rails there, no service development plan, and a broad price tag – but no funding strategy. That's not enough for people to make even a conceptual choice, Redeker said, though that is what people are being asked to do.[18]

In public comment on February 12, 2016, Connecticut Fund for the Environment requested "more information about the specific impacts expected with each Alternative. Without this information, it is unfair to request comments on the 'best' Alternative."[19]

The Federal Railroad Administration acknowledged, without directly addressing, these shortcomings as part of the NEC Future Comment Summary in section 4.7.3 *Challenge of Assessing Impacts at Tier 1 Level of Detail.* "The FRA received comments indicating that the level of detail in the Tier 1 Draft EIS was not specific enough to allow readers to evaluate the environmental impacts of the alternatives:

> 'The devil is generally in the details with these massive projects and the details on specific impacts to habitats of importance to birds and other wildlife and on open space other than state or federal lands are very difficult to assess from the maps and text that are provided…It is disturbing and unfortunate that the DEIS does not take into account state listed species…'
>
> 'The high level concepts presented in Alternative 2 and 3 are difficult to grapple with. Alternative 2 seems to generally follow the existing right of way in Massachusetts, but it is not clear whether the new segments would require any land taking—an issue that would be important for state and local stakeholders to understand.'
>
> 'It is difficult to form an opinion on the plan with an EIS so lacking in detail…There is no indication of any but State and Federal lands that will be impacted by this project. It is impossible to address this issue unless the maps delineate other threatened lands such as those owned by NGOs like the numerous Audubon Societies and the Nature Conservancy; plus there is no mention of Municipal lands, lands under easement, land trusts or private holdings.'
>
> 'The information provided in the DEIS regarding Alternative 3 is so nebulous that it is difficult to see how it can provide a suitable basis for decision-making. The DEIS vaguely indicates that the potential new route on Long Island would be installed in a 'trench' through the Town of Oyster Bay, between Garden City and the Main Line of the Long Island Rail Road in Farmingdale. The DEIS does not even include a generic discussion of how this physically would be accomplished in an area that is already essential fully built-

> out…or how potential impacts during construction and operation would be mitigated…'

Failure to Properly Consider Cumulative Impacts

Council on Environmental Quality (CEQ) regulations, 40 C.F.R. section 1508.7 for implementing the National Environmental Policy Act, set a stringent standard for the purposes of direct, indirect, and cumulative impacts, requiring the inclusion and evaluation of even "individually minor" "past, present, and reasonably foreseeable future actions regardless of agency (Federal or non-Federal) or person undertakes such other actions." In *Carmel-by-the-Sea*, the Ninth Circuit Court required that this process of evaluation be "useful to the decision maker in deciding whether, or how, to alter the program to lessen cumulative impacts." In *Neighbors of Cuddy Mountain v. U.S. Forest Service*, the Ninth Circuit Court found that "[t]o 'consider' cumulative effects, some quantified detailed information is required. General statements about 'possible' effects and 'some risk' do not constitute a 'hard look' absent a justification regarding why more definitive information could not be provided."

To this end, as part of NEC Future, the Federal Railroad Administration adopted a tiered structure for evaluating issues of cumulative impact, delaying "more site-specific" and "quantitative" evaluation until Tier 2 project analyses.[20]

> The cumulative effects assessment presented as part of this Tier 1 Final EIS should be considered a starting point when completing Tier 2 project analyses. Geographic and time boundaries for specific resources should be further defined and consideration of more site-specific past, present, and reasonably foreseeable actions should be given, including specific types of cumulative effects, such as time lags, fragmentation, and triggers and thresholds.[21]

A timely and sufficiently-informed evaluation of cumulative impacts is of particular concern for the purposes of decision-making in Connecticut, an additional burden acknowledged in the NEC Future F-EIS, which notes: "Connecticut has the greatest potential for the Action Alternatives to contribute to cumulative effects to transportation, land cover, hydrologic/water resources, and ecological resources from both other transportation projects and non-transportation projects."[22]

Unfortunately, the Federal Railroad Administration's NEC Future planning has fallen well short of balancing this additional burden with sufficient detail; the Tier 1 evaluation fails to constitute a "hard look," and fails to meet a standard of usefulness for the purposes of selecting an Alternative. The Federal Railroad Administration has failed to include even a cursory list of

Connecticut's "past, present, and reasonably foreseeable" transportation projects; failed to provide a single highway project for inclusion in the No Action Alternative; and failed to include any meaningful evaluation of the State of Connecticut's complementary $100 billion program for transportation investment—Let's Go CT!

On February 18, 2015, Connecticut Governor Dannel Malloy announced, "Let's Go CT!" a blueprint for $100 billion of statewide infrastructure building and investment on 5-year and 30-year time lines, including a corridor-long expansion of the Connecticut portion of I-95 over a "10-year ramp up construction period" at an estimated cost of $10.7 billion.[23] A 2004 study by CHA Consulting for CT DOT projected large-scale and significant impacts to historical and environmental resources along the I-95 corridor from Branford to Stonington, including impacts to sixty-seven acres of wetlands, seventy-eight streams, ten threatened and endangered species, one-hundred-forty-five noise sensitive areas, and requiring the acquisition or partial of acquisition of 200 properties, to widen the right of way.[24]

Not only does Let's Go CT! propose to significantly widen I-95 by adding additional northbound and southbound lanes, on October 19, 2016, the CT DOT announced plans for "economic development along the I-95 corridor from Greenwich to North Stonington."[25] These plans pose additional large-scale direct and indirect impacts, sprawl and induced growth.

The announcement of Let's Go CT! has been followed by concrete steps toward planning, funding, and construction. On July 14, 2016, the State Bond Commission approved $1.2 million to study the feasibility of widening I-95 between the New York/Connecticut border and New Haven.[26] On October 19, 2016 the CT DOT initiated two studies for potential investment scenarios on the I-95; "where highway congestion is most prevalent," between Bridgeport to Stamford, and the "primary area of need and the focus of the 'East' effort," between the Baldwin Bridge at Old Saybrook, and the Gold Star Bridge in New London.[27]

Statements by CT DOT Commissioner James Redeker to *The Day* on May 21, 2015, indicate that widening and developing the I-95 corridor is both a short-term and long-term priority for the state of Connecticut, with an immediate emphasis on the segment from Old Lyme to New London. "I think that is imminent in terms of us looking to the Bond Commission shortly to get that going, which is good news …. I think it's been on the back burner, if any burner, for too

long, and it's time to bring it to the front burner …. In the longer term and in the very near future, I think we'll be launching the initiation of the program to fix the interchange with 95/395 and begin to look at the widening of that section as a priority."[28]

CT DOT announced a five-year capital plan beginning January 2017 which proposes funding and enhancing Let's Go CT! as part of a plan self-described as "aggressive, multifaceted, multimodal." The plan includes "extensive capital improvements on highway and transit systems" which would "dwarf historical investment level," beginning with a "5 year Ramp-Up plan which included $2.8 billion in additional bond authorizations, including an additional $275 million in Federal Fiscal Year (FFY) 2016 and $520 million in FFY 2017."[29] The plans for fiscal years 2016 - 2020, prioritize two segments of the I-95 corridor for expansion and development:

- Segment 1a. "I-95 Stamford to Bridgeport Design"
- Segment 1b. "I-95 Baldwin Bridge to Gold Star Bridge Preliminary Design and ROW"[30]

Piecemeal planning and construction as part of the widening of I-95 at Segment 1b was evident during the March 21, 2016 – August 28, 2016 rehabilitation of the Society Road bridge over I-95 in East Lyme at Exit 73 (see figure 2 below).

Figure 2. Society Road Bridge over I-95 in East Lyme at Exit 73 (Photograph by Greg Stroud, June 4, 2016).

While largely unrecognized by the FRA's F-EIS for NEC Future, Let's Go CT! and NEC Future are complementary state and federal transportation programs, sharing respective planning horizons of 2045 and 2040 sharing scales of financing, with $100 billion and $135 billion budgets; and physical context, a point underscored in public comment on the NEC Future D-EIS by Connecticut Governor Dannel Malloy, "[t]he Northeast Corridor is, of course, vital to Connecticut's economy. That is why my 30-year $100 billion program (Lets Go CT!) invests heavily in rail generally, and the Corridor in particular."[31]

Setting aside upgrades to the New Haven-Hartford-Springfield segment, which is technically an off-corridor "related project," the defining feature of the NEC Future Preferred Alternative in Connecticut is a realignment and augmentation of the existing shoreline rail corridor onto, alongside, and nearby the I-95 corridor, with the construction of seventy-nine miles of new rail corridor. This new construction is separated into two new segments of approximately twenty-nine and fifty miles, "in parallel" and "in close proximity" to the I-95 corridor.

- Segment 2a. New Rochelle to Greens Farms (~29 miles)

  > "The segment runs parallel to I-95 typically on embankment or aerial structure through Greenwich, Stamford, and Norwalk; terminating in Westport west of Greens Farms Rail Station. Most of the potential acquisitions would occur in Fairfield County and would include primarily developed land covers, many adjacent to highway transportation corridors."[32]

- Segment 2b. Old Saybrook to Kenyon (~50 miles)

  > "Most potential acquisitions would occur in New London County and would include developed and undeveloped land covers in close proximity to I-95 across the Thames River in New London through Groton and Stonington."[33]

By combining Let's Go CT! Segments 1a and 1b and NEC Future Segments 2a and 2b into a single map, it is apparent that these two infrastructure projects share not only scale and timing, but also route, as well as areas of context and potential impact (see figure 3 below).

Together, these projects present an extraordinary concentrated investment of billions of dollars in transportation expansion, direct and induced development, which clearly meet a standard of "reasonably foreseeable for the purposes of cumulative impacts analysis," as required in *Clairton Sportsmen's Club v. Pennsylvania Turnpike Commission*.

> Factors that indicate that an action or project is reasonably foreseeable for the purposes of cumulative impacts analysis include: whether the project has been Federally approved; whether there is funding pending before any agency for the project; and whether there is evidence of active preparation to make a decision on alternatives to the project.

Given that the NEC Future F-EIS acknowledges that "the greatest potential for the Preferred Alternative to contribute to adverse cumulative effects is where new segments are proposed," and that both segment 2a New Rochelle to Greens Farms, and segment 2b Old Saybrook to Kenyon, are identified as two of four new segments along the entire Northeast Corridor with "the greatest potential for impact" due to planned "elevated construction," there is no doubt that for the purposes of evaluating and selecting between Alternatives in Connecticut, these cumulative impacts are a salient issue for the purposes of Tier 1 decision-making.

Figure 3. Map of NEC Future and Let's Go CT! segments

It is remarkable then, given fourteen-hundred pages or so of data and evaluation, that the summary conclusions for the Tier 1 "qualitative" evaluation of cumulative effects are so lacking in detail, that it is unclear whether Let's Go CT!, and the proposed $100 billion investment, are even included in NEC Future planning.

> A specific geographic area of note is Connecticut. As indicated in this analysis, Connecticut has many transportation and non-transportation initiatives ongoing or proposed. Implementation of these initiatives, in conjunction with the Action Alternatives, has the opportunity to provide numerous benefits to Connecticut but could also negatively affect numerous resources within this one state.[34]

If not to inform decision-making, why else undertake an evaluation of cumulative effects? Unfortunately, such brief, summary conclusions are hardly indicative of an adequate or serious-minded evaluation, whether qualitative or quantitative.

Deficient NEC Future Maps

Even respecting the significant hurdles to preparing maps and documentation of sufficient detail along a four-hundred-fifty-three-mile corridor, it does not follow that the Federal Railroad Administration has chosen to provide to the public a quality of maps as part of the NEC Future F-EIS which, regardless of scale, makes no meaningful distinction between I-95, a multilane divided interstate highway, and numerous other local two-lane and four-lane roads. The result is a mapping atlas which for the purposes of Connecticut is neither "useful" nor focused on issues of true importance for decision-making at the Tier-1 level, as required by the courts in *Marsh*, and *Carmel-by-the-Sea* (see figure 4, maps 2a and 2b below).

Never has it been sufficient to simply amass information as part of an environmental review, but in the case of maps included as part of NEC Future documentation, the level and type of detail provided functions to obscure, rather than reasonably document, even the largest of regional-scale transportation infrastructure. If not to inform decision-making, then to what purpose does the Federal Railroad Administration include a mapping atlas as part of NEC Future? These concerns are well-reflected in public comment that repeatedly called for greater detail to inform and assess potential project impacts.

In public comment on the NEC Future D-EIS, on February 16, 2016, Stewart J. Hudson of Audubon Connecticut complained that the "devil is generally in the details with these massive

projects and the details on specific impacts … are very difficult to assess from the map and text that are provided. This is a huge plan with major implications for Connecticut's habitat, open space, development patterns and our transportation network in the state."[35]

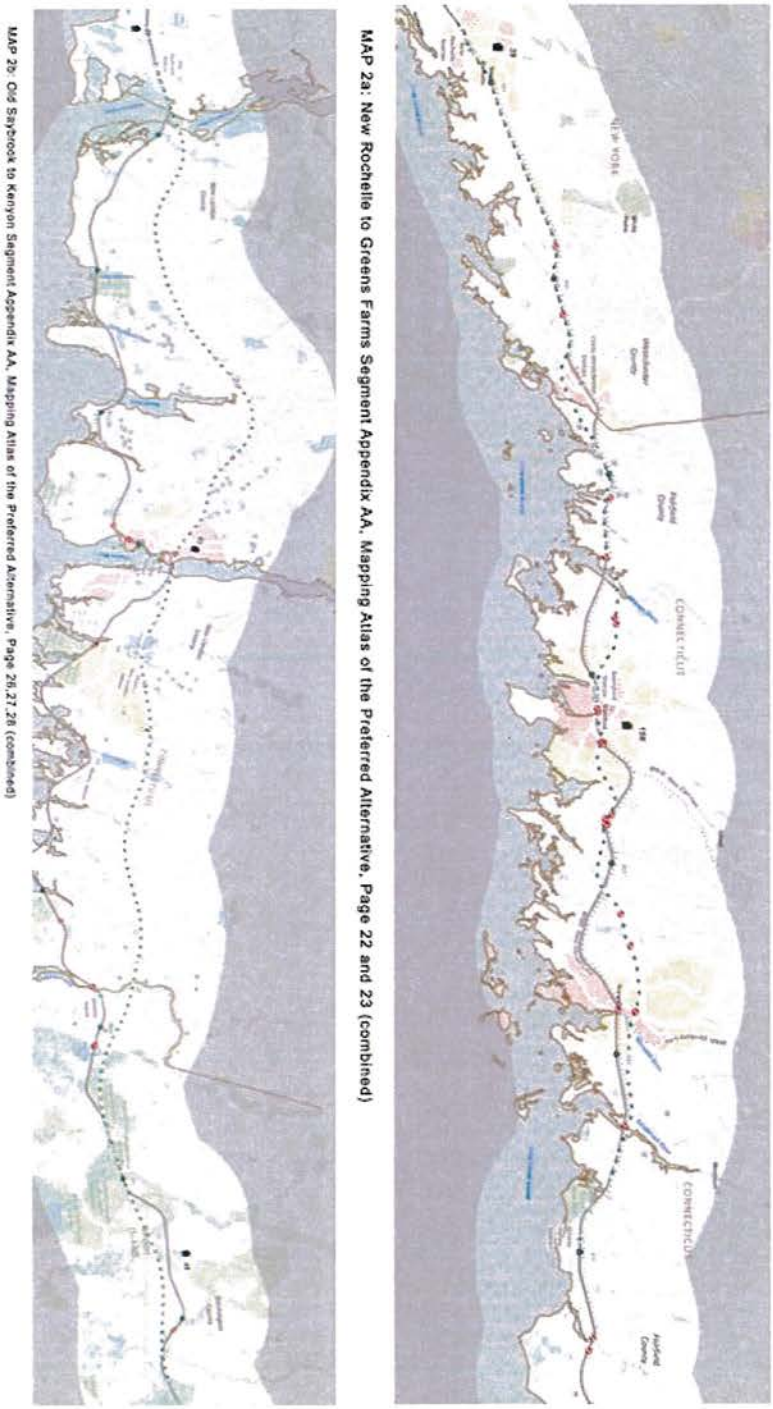
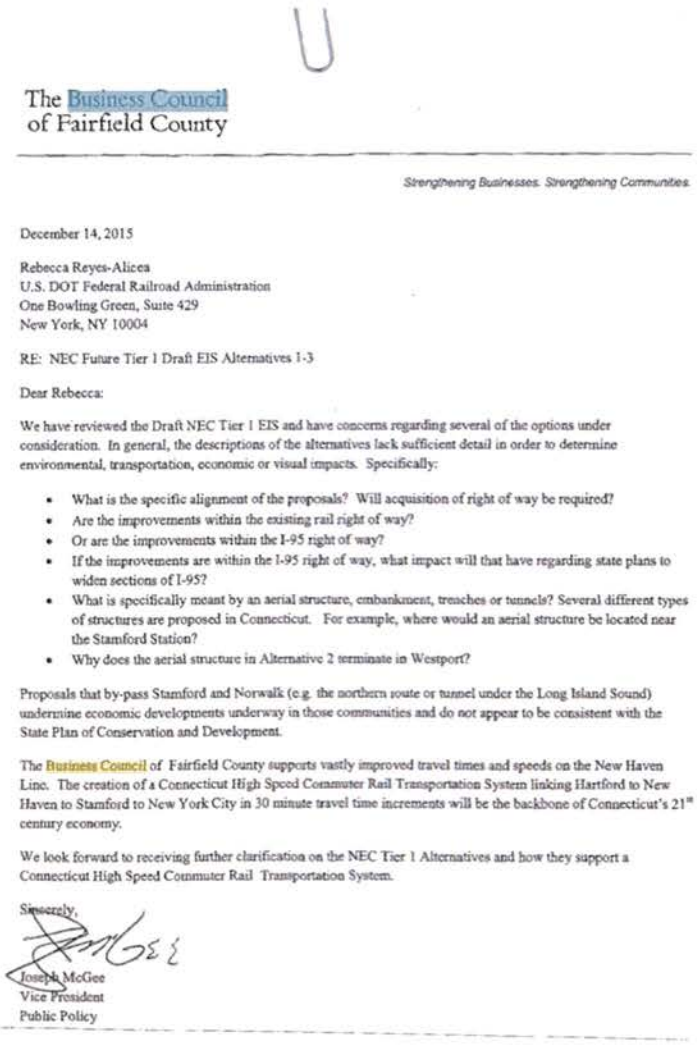


Figure 4. NEC Future Maps 2a and 2b.

In public comment on the NEC Future D-EIS, on December 14, 2015, Joe McGee, vice president of public policy at the Business Council of Fairfield County, wrote to the Federal Railroad Administration to complain that they "have concerns regarding several of the options under consideration. In general, the descriptions of the alternatives lack sufficient detail in order to determine environmental, transportation, economic or visual impacts." McGee pointedly raised questions regarding I-95, plans to widen I-95, and consistency with state planning, focusing on the portion of corridor coinciding with segments 1a and 2a, most affecting decision-making in Fairfield County (see figure 5 below).[36]



The Business Council
of Fairfield County

Strengthening Businesses. Strengthening Communities.

December 14, 2015

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

RE: NEC Future Tier 1 Draft EIS Alternatives 1-3

Dear Rebecca:

We have reviewed the Draft NEC Tier 1 EIS and have concerns regarding several of the options under consideration. In general, the descriptions of the alternatives lack sufficient detail in order to determine environmental, transportation, economic or visual impacts. Specifically:

- What is the specific alignment of the proposals? Will acquisition of right of way be required?
- Are the improvements within the existing rail right of way?
- Or are the improvements within the I-95 right of way?
- If the improvements are within the I-95 right of way, what impact will that have regarding state plans to widen sections of I-95?
- What is specifically meant by an aerial structure, embankment, trenches or tunnels? Several different types of structures are proposed in Connecticut. For example, where would an aerial structure be located near the Stamford Station?
- Why does the aerial structure in Alternative 2 terminate in Westport?

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

The Business Council of Fairfield County supports vastly improved travel times and speeds on the New Haven Line. The creation of a Connecticut High Speed Commuter Rail Transportation System linking Hartford to New Haven to Stamford to New York City in 30 minute travel time increments will be the backbone of Connecticut's 21st century economy.

We look forward to receiving further clarification on the NEC Tier 1 Alternatives and how they support a Connecticut High Speed Commuter Rail Transportation System.

Sincerely,

Joseph McGee
Vice President
Public Policy

Figure 5. Public Comment on NEC Future Draft Environmental Impact Statement

More than a year later, after the release of the NEC Future F-EIS, and an included formal response which failed to substantively answer any of these questions, McGee was quoted in the January 9, 2017 edition of the Connecticut Mirror, writing again to the Federal Railroad Administration with these concerns, requesting "larger copies of maps in the plan, with I-95 and U.S. 1 clearly marked."

> The Business Council of Fairfield County last week wrote FRA Administrator Sarah Feinberg, saying … it was concerned about proposed new aerial structures and embankments. It asked for larger copies of maps in the plan, with I-95 and U.S. 1 clearly marked. "It's difficult to grasp the alignment without those important landmarks," the letter said … "There are so many unanswered questions," said Joseph McGee, vice president of public policy at the council. While McGee said there is great support for the plans to upgrade the rails along the existing corridor and through the same cities in Fairfield County, "the proof is in the details."[37]

The Federal Railroad Administration has had ample opportunity to supplement or correct these deficiencies prior to the announcement of the Preferred Alternative on December 16, 2016; has had ample opportunity to sufficiently account for I-95 in NEC Future planning, and to provide high-quality maps as part of its obligation under C.F.R. 1506.6(a) to "make diligent efforts to involve the public."

To this point, on April 4, 2016, SECoast, a special project of the Connecticut Trust for Historic Preservation, filed Freedom of Information requests with the Federal Railroad Administration for detailed maps and documentation. Despite repeated later inquiries, and vague assurances by a liaison for the Federal Railroad Administration that such requests were handled "first come, first served," a limited number of charts and even-less-detailed maps were mailed on January 30, 2017, arriving after the completion of the thirty-day waiting period prior to the Record of Decision. The request for documentation remains unfilled.[38] If not for the purposes of informing decision-making, why are federal agencies specifically tasked with making underlying documents available through provisions of the Freedom of Information Act, as required under C.F.R. 1506.6(f)?

Indeed, given these failures of diligence and openness, it was disappointing to learn that the Federal Railroad Administration has utilized higher-resolution and more detailed maps unavailable to the public or stakeholders throughout the planning process. An example of these maps was included in the January 11, 2017 webinar, *NEC Future: A Rail Investment Plan for the Northeast Corridor Our Future on Track Resource Agency Briefing*. Unfortunately, a written

request by the Connecticut Trust for Historic Preservation on January 11, 2017 requesting access to these maps was denied by NEC Future project Environmental Lead Amishi Castelli, who cited "compliance with data sharing agreements" (see figure 6 below). Once again, the Federal Railroad Administration falls needlessly short of the stringent standard of "full disclosure" as required by the court in *Calvert Cliffs'*. What reasonable argument is there to deny the public access to the same quality and variety of maps freely available to state and federal agencies for NEC Future Alternatives, particularly given the elevated public interest and engagement in this project?

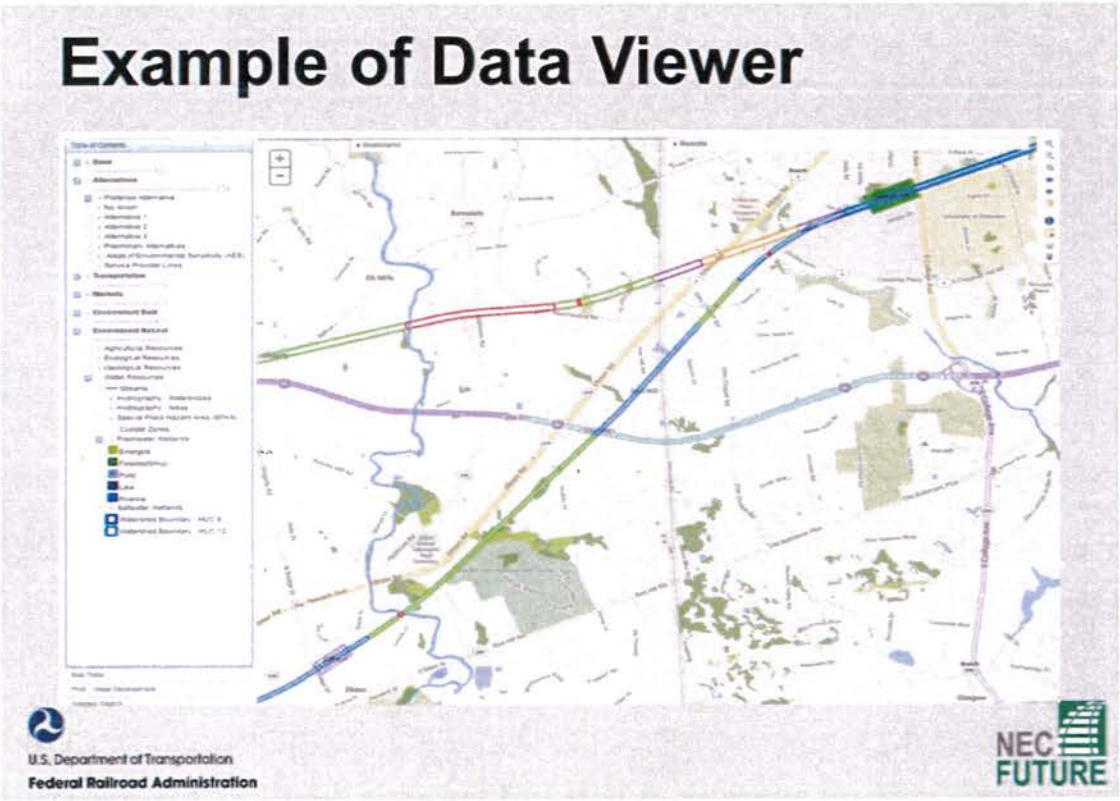


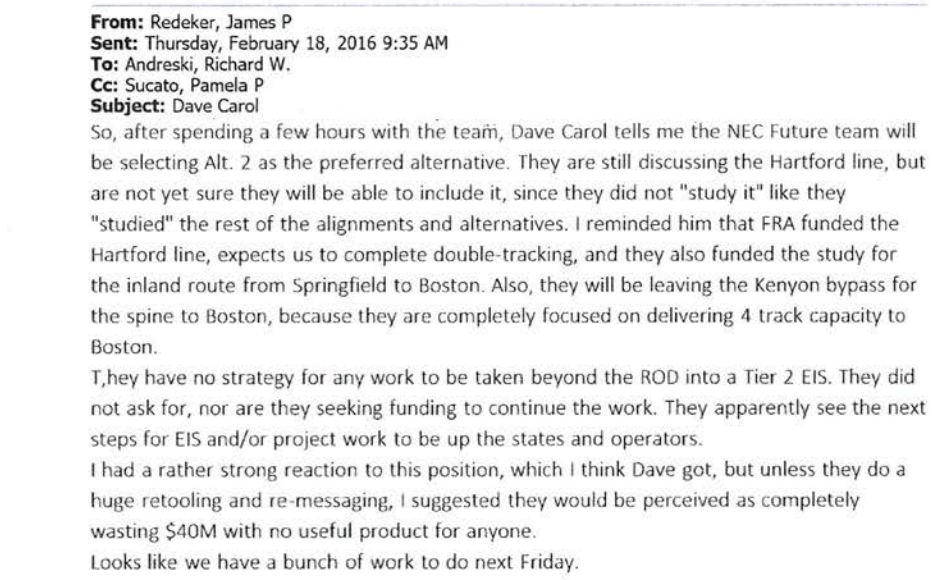
Figure 6. Data Viewer. Excerpted from NEC Future: A Rail Investment plan ... (January 11, 2017).

Short-circuited Decision-making and Deficient Public Involvement

Public involvement is not an end in itself, but a constituent part of a decision-making process. As such, sufficient public involvement necessarily cannot be retrospective in either timing or purpose. As required by C.F.R. 1506.6(a) the federal agencies must "make diligent efforts to

involve the public," and must comply with provisions of the Freedom of Information Act as required by C.F.R. 1506.6(f). Unfortunately, there is significant and growing evidence that the Federal Railroad Administration fell well short of this standard of diligence and compliance, prematurely selecting a Preferred Alternative without a substantive or sufficient evaluation of public comment and releasing numerous official statements which can only be understood as part of an effort to obfuscate and exclude the public from the process of evaluating and selecting an Alternative.

Internal CT DOT emails obtained through the Connecticut Freedom of Information Act show that less than forty-eight hours after the close of public comment in February 2016, and after the late influx of well over a thousand public comments, CT DOT Commissioner James Redeker was already briefing his staff on the selection of a Preferred Alternative. "David Carol tells me the NEC Future team will be selecting Alt 2 as the preferred alternative …. Also, they will be leaving the Kenyon bypass for the spine to Boston, because they are completely focused on delivering 4 track capacity to Boston" (see figure 7 below).



From: Redeker, James P
Sent: Thursday, February 18, 2016 9:35 AM
To: Andreski, Richard W.
Cc: Sucato, Pamela P
Subject: Dave Carol

So, after spending a few hours with the team, Dave Carol tells me the NEC Future team will be selecting Alt. 2 as the preferred alternative. They are still discussing the Hartford line, but are not yet sure they will be able to include it, since they did not "study it" like they "studied" the rest of the alignments and alternatives. I reminded him that FRA funded the Hartford line, expects us to complete double-tracking, and they also funded the study for the inland route from Springfield to Boston. Also, they will be leaving the Kenyon bypass for the spine to Boston, because they are completely focused on delivering 4 track capacity to Boston.

T,hey have no strategy for any work to be taken beyond the ROD into a Tier 2 EIS. They did not ask for, nor are they seeking funding to continue the work. They apparently see the next steps for EIS and/or project work to be up the states and operators.

I had a rather strong reaction to this position, which I think Dave got, but unless they do a huge retooling and re-messaging, I suggested they would be perceived as completely wasting $40M with no useful product for anyone.

Looks like we have a bunch of work to do next Friday.

Figure 7. CT DOT Correspondence obtained through a May 22, 2016 FOI request.

More significantly, in a September 7, 2016 interview with Ana Radelat, a reporter for the *Connecticut Mirror*, CT DOT Public Transportation Chief Richard Andreski strongly suggested

that Tier 1 decision-making had been completed prior even to the start of public comment on November 15, 2015. "Andreski told the *Connecticut Mirror* he had the first indication there was a preferred route after speaking with FRA officials about 10 months ago. That's about the time the FRA released its three-alternative plan for the public to consider."[39]

The Federal Railroad Administration began circulating finalized maps of the Preferred Alternative, dated April 6, 2016, no later than July 12, 2016 as a component of a final Programmatic Agreement required to achieve compliance with Section 106 of the National Historic Preservation Act. This programmatic agreement was developed in parallel with the P-EIS process for NEC Future. Elizabeth Hughes, Director of the Maryland Historical Trust, was the first to sign the agreement on July 12; Kristina Newman-Scott, State Historic Preservation Officer for Connecticut signed the document on July 21, 2016 (see figure 8 below).

The Section 106 Programmatic Agreement process was finalized when Executive Director John Fowler of the Advisory Council of Historic Preservation signed off on the agreement on August 25, 2016, and the agreement was subsequently posted, as agency practice, to the Advisory Council for Historic Preservation's website. The same signed agreement is included as part of the NEC Future F-EIS, notably with updated and undated maps.

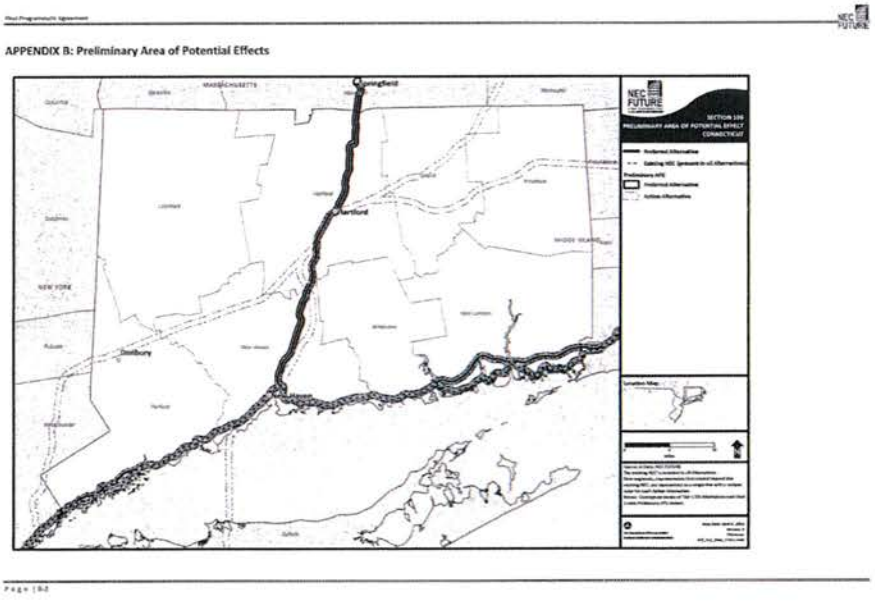


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Figure 8. Map of the Preferred Alternative. Section 106 Programmatic Agreement.

Less than a week after finalization of the Section 106 Programmatic Agreement, on August 31, 2016, NEC Future Project Head Rebecca Reyes-Alicea, together with various officials from the Federal Railroad Administration, including spokesperson Marc Willis, appeared at a public forum in Old Lyme, CT, where they repeatedly denied to local, state and federal officials that the process of selecting a Preferred Alternative route was complete.[41] Days later, when confronted by SECoast, the Connecticut Trust, and press inquiries, with the completed Programmatic Agreement and included maps, the Federal Railroad Administration requested that the Programmatic Agreement be removed from the Advisory Council for Historic Preservation's website.[42]

Indeed, for nearly a year after the selection of the Preferred Alternative, officials at the Federal Railroad Administration engaged in a pattern of obfuscation and deceit. Two weeks after maps of the Preferred Alternative had been finalized, in an April 20, 2016 letter to Old Lyme town officials, Rebecca Reyes-Alicea promised that, "in the event that the Preferred Alternative includes the supplemental segment between Old Saybrook, CT and Kenyon, RI, the Tier 1 Final EIS and ROD will specifically preclude use of an aerial structure through Old Lyme and identify the importance of mitigating impacts on the Connecticut River Estuary." Notably, the Final EIS fails to specifically preclude use of an aerial structure through Old Lyme.[43]

Confronted July 1, 2016 with evidence of a short-circuited decision-making process, Matthew Lehner, director of communications for the FRA, claimed in an emailed statement to *The Day*, that "FRA has not yet selected a vision, or even potential routes, for the Northeast Corridor."[44]

In reply to July 10, 2016 email that requested confirmation or comment on evidence of a premature selection of a Preferred Alternative, Rebecca Reyes-Alicea, assured Gregory Stroud, executive director of SECoast,

> We have continued our work on NEC FUTURE and have appreciated the feedback from the public and stakeholders, including Old Lyme. I wanted to confirm that the FRA has not yet selected a final vision for the Northeast Corridor (NEC). We have met with many leaders and residents throughout the corridor, including in Connecticut, and have talked with them about their concerns. We are taking these opinions into account as we continue our work.

On August 17, 2016, nearly a month after the finalized maps, including the Kenyon to Old Saybrook Bypass had been circulating, and days before they were posted to the American

Council on Historic Preservation website, an aide for the Federal Railroad Administration is quoted in *Politico*, denying a decision had yet been made.[45]

Only a day after Michael Johnsen, Acting Division Chief at the Federal Railroad Administration, signed off on the finalized routes to complete the federal agency's role in the Section 106 process, on August 23, 2016, a Federal Railroad Administration spokesperson is again quoted in the *Westerly Sun*, stating that, "FRA has not yet selected a vision, or even potential routes, for the Northeast Corridor. We have met with many leaders and residents throughout the corridor, including in Connecticut, and have talked with them about their concerns. We are taking these opinions into account as we continue our work."[46]

On August 31, 2016 Federal Railroad Administration spokesman Marc Willis further obfuscated after the public meeting in Old Lyme, assuring *Connecticut Mirror* reporter Kyle Constable, that "[i]f the new segment is included in the final vision for the Northeast Corridor, FRA has committed to not have an aerial structure through the historic district of Old Lyme."

As reported in the *Connecticut Mirror*, "While the federal government was spending months soliciting feedback from the public on several alternatives for overhauling the railroads in the Northeast corridor:

> "it had already identified a preferred plan that would dramatically change rail travel in Connecticut. The FRA's selection of the favored hybrid route, even as the agency spent months collecting more than 3,000 public comments and other input on three other alternatives, has sparked outrage among those who had hoped the agency would abandon its plans for a controversial routing option that would run through Old Lyme on its way east."[47]

During this same period, the Connecticut Trust for Historic Preservation and members of SECoast made consistent, constructive efforts to request documents from the Federal Railroad Administration through the Freedom of Information Act; sought clarification from the Federal Railroad Administration regarding salient data and interpretation for the purposes of Tier 1 decision-making; requested – but were denied - an opportunity for the public in southeastern Connecticut to ask questions and receive answers directly from the Federal Railroad Administration. These efforts have been almost uniformly rebuffed or ignored.

Notably, since the close of public comment on the NEC Future D-EIS on February 16, 2016, the one opportunity for the public to engage the Federal Railroad Administration north of New York

City was a January 25, 2017 open house in Springfield, MA. This meeting was comprised primarily of Connecticut and Rhode Island residents, who traveled significant distances to attend.

As a standard for agency involvement of the public, it is reasonable that diligence and "full disclosure" require not simply a quantity of effort and involvement, but also a quality. Unfortunately, as a matter of quality the Federal Railroad Administration fell far short of the obligations of a federal agency for public involvement in a NEPA process.

Deficient No Action Alternative

Development of a No Action Alternative is required under the National Environmental Policy Act to provide a baseline point of comparison for evaluating and selecting between the Alternatives. An informed and reasoned Tier 1 decision-making process demands the inclusive and consistent evaluation of past, present and foreseeable projects within the set boundaries of the Study Area.

Unfortunately, the NEC Future F-EIS No Action Alternative falls well short of the standard established as part of the June 2012 Scoping Package, specifically that "the No Action Alternative will include ongoing, funded or planned transportation improvements which can reasonably be expected to be in place by the project's future planning horizon of 2040."[48] As explained in the F-EIS, highway projects, which make up a significant portion of the baseline, were to

> consist primarily of individual interchange improvements and roadway widening on limited segments of the highway network, as well as bridge rehabilitation or replacement projects. Specific examples of these types of projects include I-95 John F. Kennedy Memorial Highway – MD 24 Interchange Improvements, Scudder Falls Bridge (I-95) Reconstruction and Widening in Pennsylvania and New Jersey, and the Nassau County Incident Management System in New York.[49]

In twenty pages of projects documented as part of the No Action Alternative, there are ten individual highway projects in Maryland, eight projects in Delaware, eighty-four projects in Pennsylvania, twenty-one projects in New Jersey, eight projects in New York, and sixteen projects in Massachusetts. These projects include adding "one lane in each direction to complete a minimum of three lanes in each direction for the length of the NJ Turnpike," a project directly analogous to plans in Connecticut adding one lane in each direction for the length of the I-95. It is remarkable, and troubling, then that as a baseline point of comparison, the No Action

Alternative projects list fails to include a single highway project in either Connecticut or Rhode Island prior to 2040.

Conclusions and Recommendations

Years before Congress passed the National Environmental Policy Act, the National Historic Preservation Act, or the Freedom of Information Act, Frances Perkins, Labor Secretary under Franklin Delano Roosevelt, observed that 'master builder' Robert Moses "loves the public, but not as people."[50] Perkins, an early sponsor of the Civilian Conservation Corps, was hardly an opponent of great building projects. Her point was rather one of balance, between abstract plans for the public good, and the inconvenient realities of actual people.

In the case of NEC Future, this balance is not a matter of sympathy or empathy, it is a basic matter of law. Public plans require diligent efforts, not only to notify, but to inform and involve the people. Unfortunately, the Federal Railroad Administration has never diligently involved the public in the NEC Future process. The Federal Railroad Administration has never attempted to provide timely satisfactory answers to salient questions or to sufficiently inform public comment and decision-making. In an effort to avoid the inconvenience of serving actual people, the Federal Railroad Administration has executed a year-long effort to mislead in numerous official statements and communications, an effort which in practice excludes and precludes the people from informed involvement in salient decision-making.

Like the five hundred people who packed a high school auditorium in Old Lyme, CT, on August 31, 2026, seven months after submitting more public comments than Boston, Philadelphia and New York City combined, the people have merely been given, grudgingly, the role of an audience. Meanwhile, whatever the actual documents and maps reflect, and however lacking the assurances, they are asked to trust in the reasonableness of the process, and bureaucratic inevitability of good ends. As David Carol, NEC Future project head at Parsons Brinckerhoff, reassured invited stakeholders in a March 14, 2016, webinar, "We are not in the business of destroying towns." As the Federal Railroad Administration is well aware, that is not how the law works.

The courts cannot promise the people wise or good decisions, much as the courts cannot promise the Federal Railroad Administration a wise or good public. Instead the courts are tasked with keeping a balance. In return for a large measure of discretion, the courts demand stringent standards of diligence, "full disclosure," and a requirement that federal agencies take a "really 'hard look' at the salient problems" for the purpose of decision-making. The courts protect the right of the people to meaningful involvement in 'the means,' with the reasonable expectation that the result will be the best possible 'ends' to a federal project.

For this reason, when a federal agency draws a line on a map, with vast implications for the people of Connecticut, and for environmental and historic preservation, it is incumbent on the public, its representatives in government, and for the Connecticut Trust, not to wait until after decisions are made, but to engage and inform, and if necessary, as the courts ruled in *Carmel-by-the-Sea*, to "alter the program," at each decision-making step along the way.

Given the vast abstract public benefits claimed for NEC Future—claims that the program is "essential" to the future health of the fifth-largest economy in the world—it is our view that for the purposes of Connecticut and Rhode Island, Tier 1 is the crucial decision-making step of the NEC Future planning process.[51] A Record of Decision that will significantly or entirely foreclose on alternate routes and substantive solutions, assuming such stakes, is in a practical sense a declaration of 'ends' unstudied.

As the court made clear in *Silva v. Lynn*, the promise that these 'ends' will later meet stubborn resistance as part of a Tier 2 review, is not an adequate remedy for an inadequate Tier 1 review. As the Ninth Circuit Court cautioned in *Northern Cheyenne Tribe v. Hodel*, "[b]ureaucratic rationalization and bureaucratic momentum are real dangers, to be anticipated and avoided." Such momentum is a product of mass and velocity, and with a project mass of historic scale, this NEC Future plan and all attendant impacts requires little forward motion to reach a level of concern for the courts. In our view, for the purposes of Connecticut and Rhode Island, "bureaucratic rationalization and bureaucratic momentum" are not only "real dangers" of the tiered NEC Future decision-making process, they are also features of a flawed NEC Future planning process.

Concerns and Solutions Prior to a Record of Decision

Our chief concern remains the approximately seventy-nine miles of proposed new rail corridor in Connecticut: the twenty-nine miles running from New Rochelle to Greens Farms, and the fifty miles running from Old Saybrook to Kenyon. In our view, the law requires that these two segments be removed from the Preferred Alternative prior to its selection and inclusion in a Record of Decision.

In the case of New Rochelle to Greens Farms, we ask that you remove the segment from the Preferred Alternative prior to its selection and inclusion in a Record of Decision. If warranted, after sufficient, open, and diligent consideration, this segment can be later amended to the NEC Future Tier 2 Alternative. In our view, this segment fully deserves a distinct Environmental Impact Statement.

In the case of the Old Saybrook to Kenyon bypass, we remain thoroughly opposed. In our view, a plan with impacts so numerous and widespread from a 30,000-foot view cannot reasonably improve with a site-specific Tier 2 environmental review. We ask that this segment of the proposed new rail corridor be removed from all documents, maps, and appendices as part of the Selected Alternative and Record of Decision. In addition, we ask for a commitment from the Federal Railroad Administration that this segment not be reconsidered or reintroduced as part of NEC Future Tier 2 plans or undertakings

In the case of the planned additional tracks between Branford Station to Guilford Station, we are not yet convinced that the Federal Railroad Administration has adequately acknowledged or considered several significant impacts to historic resources posed by this capacity solution, including the Route 146 National Register district, which includes structures dating to the early 1700s abutting and bounded by the existing Amtrak right of way. Nearby historic railroad structures, including a late 1800s water tower, engine house, and possibly a buried roundtable require identification and consideration. Given the cursory discussion and description of the project and impacts included as part of the NEC Future F-EIS, we ask that the Federal Railroad Administration also remove this project from the Preferred Alternative prior to its selection and inclusion in a Record of Decision. If warranted, after sufficient, open, and diligent consideration, this capacity solution can be later amended to the NEC Future Tier 2 Alternative.

In the case of upgrades and electrification to the existing New Haven to Springfield segment, we ask that you formally engage the Connecticut Trust on this project component as it moves forward, but at this time we do not expect historic resources or resulting avoidance or mitigation to be a significant impediment to this segment of NEC Future plan.

In the case of ongoing work to upgrade the existing Northeast Corridor, and the significant investments that will be required to meet a state of good repair, including projects enumerated as part of the "universal first phase," we ask that you formally engage the Connecticut Trust on this planning as it moves forward, and while it is certain that significant issues will be identified for mitigation, we do not anticipate that preservation issues would be a significant impediment to intended upgrades and investment.

If against our best advice the Federal Railroad Administration intends to include the seventy-nine miles of new rail corridor as part of the Record of Decision, we ask that you amend this decision to include the three Action Alternatives identified for Connecticut and Rhode Island in the D-EIS for continued study and evaluation, and possible selection in the Tier 2 process. Such a decision in our view would not satisfy the law, but would reduce the potential for unnecessary harm to historic, cultural, and environmental resources in Connecticut and Rhode Island.

A Higher Standard

We urge you to recognize that NEC Future is not only a once-in-a-generation opportunity to alter and inform a process of infrastructure planning, it is also the beginning of a generation-long process of decision-making and engagement with the state of Connecticut. We have an opportunity to either move forward together with an improved process and with projects supported by the public or we begin what will almost certainly be a decade-long adversarial struggle in the media, legislatures, Congress and the courts. Our strong preference is for an improved process.

To that end:

- We ask that the Federal Railroad Administration review, revise, and rigorously implement policies for involving the public which fully comply with 42 USC § 4332, C.F.R. 1506.6(a), and C.F.R. 1506.6(f). In particular, we ask that this compliance be

timely for the purposes of decision-making, and this compliance be guided by a "strict standard of compliance," "full disclosure," "to the fullest extent possible," tempered only by a "rule of reason," as enumerated in *Calvert Cliffs'*, for the purpose of an informed public and decision-makers.

- We ask that the Federal Railroad Administration make available for stakeholder access the NEC Future "Data Viewer" or subsequent updates to mapping programs and data utilized by the agency," or else adequately explain how this refusal complies with the provisions above.

- We ask that the Federal Railroad Administration include 'intensive' as well as 'extensive' investments and impacts for thorough study and evaluation as part of this and future Tier 1 reviews. To delay adequate consideration of projects as intensive as a multibillion dollar tunnel under the Connecticut River, in our view, falls short of standards of consistency and plausibility, as well as timely and informed decision-making.

- Given that Old Lyme submitted more public comments than any other location scheduled for a public hearing, we ask that, in this and other planning, the Federal Railroad Administration structure its public outreach in a manner which respects not only densities of population, but also densities of proposed impacts. The example of Old Lyme, in our view, was not an anomaly, but a wakeup call for the agency's public outreach and planning processes.

- In our view, the late and lack of timely involvement by affected communities, including Old Lyme and Charlestown, can in part be explained by the late identification of the Kenyon to Old Saybrook bypass, after prior outreach had either engaged communities along the Northeast Corridor, or put them at rest. In the interest of a more orderly and timely planning process, we ask that the Federal Railroad Administration implement procedures which would warn affected communities of such late additions to a federal planning process.

Conclusion

We recognize the significant effort made by the Federal Railroad Administration in its attempt to define, evaluate, and prioritize future investments for America's busiest passenger rail line. There is great value in the sort of broader regional coordination and planning attempted as part of NEC Future. We wholeheartedly support investment in the existing corridor, and we are confident that historic preservation can be a guide and handmaiden for a changing, growing, Northeast Corridor. We understand that the intent of the National Environmental Policy Act is to foster worthwhile federal actions, and while we embrace that goal. we regret that in the NEC Future process that FRA has fallen short.

In Rhode Island and Connecticut, where the Federal Railroad Administration proposes to add seventy-nine miles to the one-hundred-five miles of existing Northeast Corridor—a seventy-five percent increase in high-speed rail infrastructure—we remain unconvinced that the change and growth proposed by the NEC Future Preferred Alternative is worthwhile. This skepticism is broadly shared in Connecticut and Rhode Island, where a year-long effort by the Connecticut Trust, SECoast, and the public, as well as local, state, and federal representatives, to study, to engage and to alter this once-in-a-generation blueprint for the Northeast Corridor, has grown into determined and statewide opposition to the NEC Future plan. This is unfortunate and unnecessary. Federal agencies have an obligation to make diligent efforts to involve the public, and obviously the Federal Railroad Administration cannot go it alone, and expect to succeed or garner public support and funding.

It is reasonable, and there is precedent, for the scale of investments proposed as part of a Programmatic Environment Impact Statement to require a tiered structure, and that a great part of the study and detail be delayed until Tier 2 in the planning process. However, it is not reasonable, nor is there precedent, that the courts should allow the Federal Railroad Administration to structure such planning in a manner which precludes the public and decision-makers from exercising their well-established right to meaningful, timely and informed involvement in the process. Given that courts cannot promise the people wise or good decisions, for a federal agency to simply promise wise and good decisions in its stead is neither reasonable, nor sufficient.

For this reason, we ask that the Federal Railroad Administration drop the seventy-nine miles of proposed rail corridor, and the additional siding between Branford Station and Guilford Station, from the Preferred Alternative. We ask that Federal Railroad Administration remove all mention of the Kenyon to Old Saybrook segment from all documents, maps, and appendices as part of the Selected Alternative and Record of Decision. We ask for a commitment from the Federal Railroad Administration that this segment not be reconsidered or reintroduced as part of NEC Future Tier 2 plans or undertakings. We ask that the Federal Railroad Administration review and restructure the novel planning process adopted for NEC Future, so that it fully complies well-established procedure, standards, and federal law.

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[1] See for example, Howard, Lee. "Bypass plans may have hit Old Lyme home sales." The Day (New London). February 2, 2017. "In Old Lyme, the decline of more than 31 percent in sales and 13 percent in median prices was a concern for Bonnie Reemsnyder, the town's first selectman, who questioned whether plans for a high-speed rail bypass through town could have played a role." Declining property values have encouraged plans for a housing development on 12 acres of land near the National Register historic district of Old Lyme, a parcel within the area of potential effect, assessed in 2014 at $1,201,700 and purchased in December 31, 2015 for $455,500. A hearing for a subdivision into 4 lots was held on February 7, 2017 before the Old Lyme Planning Commission.

[2] See for example, *Measuring Economic Impacts of Historic Preservation: A Report to the Advisory Council on Historic Preservation*. November, 2011.

[3] This unbundling at the Tier 2 level is mentioned in passing as part of "Future on Track: Highlights of the Tier 1 Draft Environmental Impact Statement." November, 2015. "The Selected Alternative will be a road map for incremental improvement of the NEC necessary to achieve the selected vision for passenger rail in the NEC. A phasing plan will describe the priorities and proposed approach to implementing the improvements so that benefits throughout the NEC are maximized. As a framework for future rail improvements on the NEC, the Selected Alternative does not require any rail operator to fund or construct new infrastructure, but ensures that future investments by any entity are consistent with the long-term NEC vision and benefits all of its users. Improvements will be carried out as discrete projects that will undergo more detailed planning and environmental analysis." See also NEC Future F-EIS, volume 2, appendix E.06. "The Record of Decision associated with the Final Tier 1 EIS will document FRA's selection of an investment program, which will generally identify markets to be served and service levels, but not specific alignments or service plans. After that point, the investment program will be implemented as a series of discrete projects to be potentially led by agencies other than FRA, and to take place over the next several years. These projects (called Tier 2 projects) will draw on the early broad analysis presented in the Tier 1 EIS, but will each undergo their own NEPA (and Section 7, etc.) compliance processes during which exact service plans and alignments will be determined, and field-based environmental impact analyses/findings/mitigation plans will be developed. Permitting would also occur as part of Tier 2 projects."

[4] Stacom, Don. "Blumenthal Slams Idea of Amtrak Bypass Through Old Lyme." Hartford Courant. July 14, 2016.

[5] NEC Future F-EIS, volume 1, chapter 7.20.2

[6] NEC Future F-EIS, volume 1, chapter 7.10.2

[7] See discussion and advice for overcoming these obstacles in Florida Department of Transportation (Environmental Management Office), *Cumulative Effects Evaluation: Quick Guide*, 2012, as well as Washington State Department of Transportation, *Guidance on Preparing Cumulative Impact Analyses*, 2008.

[8] Executive Order 13274: Indirect and Cumulative Impacts Work Group, March 15, 2005.

[9] An ambitious agenda of high-priority infrastructure upgrades, listing 35 projects, 8 major bridges and 2 tunnels, was included in NEC Future D-EIS, chapter 10, table 10-1. This "Universal First Phase" did not include the Kenyon to Old Saybrook Bypass, or the 29-miles of new rail corridor in Fairfield County. See also, *The Amtrak Vision for the Northeast Corridor,* 2012 update, section 3.3 stair-step service milestones. In Amtrak's "stair step" approach,

building a new rail corridor is the sixth out of six stepped priorities. See also NEC Future, volume 1, chapter 10, Phasing and Implementation.

[10] Council on Environmental Quality, "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act," 40 C.F.R. parts 1500-1508. Public involvement requirements include 40 C.F.R. §§ 1501.4(b), 1501.7(a)(1), and 1506.6(b)

[11] Section 2.2.5: Cumulative Impacts, Indirect and Cumulative Impacts Work Group, Baseline Assessment Report. March 15, 2005.

[12] Northeast Corridor Improvement Project, Programmatic Environmental Impact Statement, 1978.

[13] In a statement made to the Transportation Committee of the Connecticut General Assembly on February 6, 2017, regarding the impacts of NEC Future on New London, Mayor Michael Passero testified that, "The proposed section of new rail bed that cuts through New London would be especially devastating to my city. The City of New London has approximately 5.67 square miles of land and, of that small area, nearly 50% of the land is non-taxable. New London's commercially developed land area comprises only 270 acres, approximately 7.3% of its total land. The City is one of the most densely populated cities in the State of Connecticut and provides all the municipal services of much larger cities. As such, the City struggles to maintain vital municipal services while keeping the tax burden to its property owners from being uncompetitively high. The proposed Kenyon By-pass would create a new rail corridor through New London that would wipe out a significant portion of existing tax generating property. New London simply cannot afford to lose any more taxable land."

[14] "In order to achieve the goal of eliminating/avoiding all movable bridges in the Old Saybrook to Kenyon bypass, the new bridge span across the Thames River needs to have a clearance at least as great as the Gold Star Memorial Bridge, which has a clearance of 135'. Spec No. 63 of Amtrak Engineering stipulates that main line tracks shall not exceed a grade in excess of 1.5%. Meeting these two requirements would necessitate the construction of a bridge that is at least 18,000 feet long, or roughly 3.5 miles. To put that into context, the Gold Star Memorial Bridge is currently the longest bridge in CT at 6000 feet. If built, this new bridge would not only dwarf the Gold Star in length, but would be the longest bridge in New England and the third longest in the states served by the Northeast Corridor. The western approach to the bridge would need to begin at the Waterford/New London town line, and the eastern approach would begin less than 1/3 of a mile from the Groton Reservoir. This span would be slightly longer than the new Tappan Zee Bridge, which has a projected cost of $4 billion to construct both spans. It is safe to assume that the cost for Thames River crossing bridge would cost nearly $2 billion. The calculation assume that the bridge is straight. If it curves, it may need to be even longer." [Note: our thanks to Tim Hanser, former Director of Public Works, City of New London for this calculation].

[15] NEC Future F-EIS, volume 2, appendix B.6, section 2.7.

[16] See for example, NEC Future Comment Summary Report (July, 2016), section 4.4. "There were two issues that generated a significant number of comments: 1) a proposed aerial structure through the town of Old Lyme as part of a proposed rail segment (in Alternative 1) between Old Saybrook, CT, and Kenyon, RI; and 2) a possible routing via Long Island (in Alternative 3). Similarly, commenters raised concern with a potential rail segment (in Alternative 3) through both the Patuxent Research Refuge in Maryland and the John Heinz National Wildlife Refuge in Pennsylvania."

[17] NEC Future Comment Summary Report, appendix part 2: E-K (July, 2016).

[18] Spiegel, Jan Ellen. "Massive rail plan leaves Connecticut hopeful, but mystified." Connecticut Mirror. January 4, 2015.

[19] NEC Future Comment Summary Report, appendix part 1: A-D (July, 2016).

[20] Note that as explained in the "Basis for Screening Criteria," in the NEC Future Scoping Package, section 4.3.2 after the initial (coarse) screening of Alternatives, Tier 1 evaluation would include "quantifiable" environmental impacts.

[21] NEC Future F-EIS, volume 1, section 7.20.9.

[22] NEC Future F-EIS, volume 2, section 7.20.2.

[23] Alvarez, Reece. "State finds Widening I-95 and I-84 will boost economic output." Connecticut Post. October 10, 2015.

[24] De Avila, Joseph. "Hurdles could jam up plan to widen I-95 in Connecticut." Wall Street Journal. January 23, 2015.

[25] CT DOT, October 19, 2016.

[26] "Should I-95 be Widened?" Editorial. Stamford Advocate. July 14, 2015.

[27] CT DOT, October 19, 2016. "The I-95-West study will include potential investment scenarios for I-95, the New Haven commuter rail line and better integration of the region's bus system. The initial focus for highway purposes is

anticipated to be between Bridgeport and Stamford where highway congestion is most prevalent. The I-95-East effort will begin with an update of a 2004 study outlining the needs and deficiencies of I-95 itself. Separate investment studies are anticipated for rail and transit programs as additional funding is allocated. While the entire corridor requires additional capacity, the primary area of need and the focus of the "East" effort will be the section of I-95 between the Baldwin Bridge in Old Lyme and the Gold Star Bridge in New London, including the I-95 / I-395 interchange."

[28] Drelich, Kimberly. "DOT Commissioner: I-95 widening, improvements should be on 'front burner'." The Day (New London). May 21, 2015.

[29] Transportation Capital Infrastructure Program, Connecticut Department of Transportation, January, 2017. Annual Capital Plan Report. "The Let's GO CT! vision, and more specifically, the newly legislated 5 year Ramp-Up toward that vision, is beginning to change the dialogue regarding the future of transportation infrastructure in Connecticut. The Department began the process over this past year of implementing the Governor's Let's GO CT! initiative. The 5 year Ramp-Up plan included $2.8 billion in additional bond authorizations, including an additional $275 million in Federal Fiscal Year (FFY) 2016 and $520 million in FFY 2017 (See Figure B) … the increased Ramp-Up levels, has this agency planning for a very aggressive multi-faceted, multi-modal, system enhancement consistent with the needs of the travelling public. Future capital projects may include extensive capacity improvements on highway and transit systems, depending on the breadth of new state capital funding levels. The magnitude of these capital projects would dwarf historical investment levels …. the Department assumes that as the 5 year Ramp-Up ends in FFY 2020, the State's Regular Bond Program will increase by approximately $700 million in FFY 2021 to reflect the transition to a "ramped-up" regular program."

[30] http://www.letsgoct.com/img/documents/CTDOT%205%20YR%20Corrected_2.17.2015.pdf

[31] NEC Future Comment Summary Report, appendix part 2: E-K (July, 2016).

[32] NEC Future F-EIS, volume 1, section 7.1.10.

[33] Ibid.

[34] NEC Future F-EIS, volume 1, section 7.20.4.

[35] NEC Future. Comment Summary Report Appendix Part 1: A-D. July, 2016.

[36] NEC Future. Comment Summary Report Appendix Part 1: A-D. July, 2016. The Federal Railroad Administration response can be found in NEC Future F-EIS, volume 1, appendix JJ. Comments and Responses. The response fails to meaningfully engage these questions as Tier 1 issues, or to raise issues cumulative impact. "As part of the NEC FUTURE process, the FRA is focusing on corridor-wide solutions and, within the context of the Tier 1 NEPA process, will not make decisions about final locations of new or expanded infrastructure in the Tier 1 Record of Decision. Such decisions are made as part of the Tier 2 project planning and NEPA processes, which would include local stakeholder and public involvement as appropriate. Consistent with this process, the FRA developed Representative Routes for the Tier 1 Draft EIS Action Alternatives and the Preferred Alternative, which provided a basis for the programmatic evaluation of the effects of each Alternative. Representative Routes define an envelope within which improvements might occur and whose location and construction type could change during subsequent Tier 2 project studies. The Preferred Alternative utilizes, to the extent practical, existing rights-of-way (adjacent to I-95, existing rail corridors, etc.) to minimize acquisition requirements and cost. The Preferred Alternative minimizes to the greatest extent possible, the use of greenfield corridors. NEC FUTURE is not meant to slow down work on the many existing transportation projects currently being implemented or planned in the Study Area. NEC FUTURE does evaluate overall capacity needs and potential improvements for the entire NEC. The FRA coordinates closely with the project teams on various projects to ensure that proposed NEC FUTURE investments are not precluded by project work. The FRA identified that the NEC FUTURE program and the Preferred Alternative are compatible with some but not all of the goals and objectives of the various state and regional plans based on the methodology described in Volume 2, Appendix E.02."

[37] Radelat, Anna. "Rail overhaul plan is both a winner and a loser in CT." Connecticut Mirror. January 9, 2017.

[38] FRA File No. FOIA-16-207 and FOIA-16-208

[39] Radelat, Anna. "Feds' undisclosed 'preferred route' for rail lines sparks outrage." Connecticut Mirror. September 7, 2016. Although there is evidence that this Preferred Alternative was later modestly adjusted, including "proposed commitments" to avoid an aerial structure through the historic district of Old Lyme, and a route bisecting the Pawtuxent Research Refuge in Maryland, these adjustments are immaterial to the actual selection of an Alternative, the salient issue of Tier 1.

[40] NEC Future F-EIS, volume 1, appendix GG.

[41] Constable, Kyle. "Federal rail official: 'No elevated track' in Old Lyme; spokesman creates doubt, but later clarifies." August 31, 2016.

[42] Radelat, Anna. "Rail overhaul plan is both a winner and a loser in CT." We downloaded the original documents prior to their removal, and archived them here: http://secoast.org/wp-content/uploads/2016/09/nec-future-investment-program.pdf
[43] See NEC Future F-EIS, volume 1, section 4.4.2
[44] Drelich, Kimberly. "Organization says emails show FRA wants bypass through Old Lyme." The Day (New London). July 1, 2016.
[45] Politico, Morning Transportation. August 17, 2016. "if the bypass makes it into the final blueprint..."
[46] White, Brooke Constance. "Group seeks more info on bypass." The Westerly Sun, (Westerly, RI). August 23, 2016.
[47] Ibid.
[48] NEC Future Scoping Package, section 4.2.1 (June, 2016).
[49] NEC Future F-EIS, volume 2, appendix B, section 6.2.
[50] Berman, Marshall, *All that is solid melts into air* New York: Penguin, 1982.
[51] See for example, NEC Future F-EIS Highlights, pp. 1-2.

NEC Future Time line

February 2012	NEC Future Announced.
July 2012	98 Initial Alternatives announced. Kenyon to Old Saybrook not identified.
July 27, 2012	FRA invites Connecticut River Estuary Regional Planning Agency to Scoping Meeting
August 15, 2012	NEC Future Scoping Meeting
April 2013	15 Preliminary Alternatives announced. Kenyon to Old Saybrook not identified.
November 2014	NEC Future 3 Action Alternatives announced. Kenyon to Old Saybrook first identified.
February 18, 2015	Connecticut Gov. Dannel Malloy announces Let's Go CT!
November 2015	NEC Future D-EIS released, first public mention of "Old Lyme" or "aerial crossing"
November 2015	CT Mirror (9-7-16): Andreski suggests early decision on Preferred Alternative by 11/15
November 10, 2015	FRA in letter invites Old Lyme First Selectwoman to comment on NEC Future
December 14, 2015	Public Hearing in New Haven
January 13, 2016	Public Hearing in Hartford, CT
January 13, 2016	Old Lyme First Selectwoman opposes Old Saybrook to Kenyon Bypass at public hearing
January 31, 2016	Original Deadline for D-EIS Public Comment
February 1, 2016	Stroud briefs Old Lyme HDC on NEC Future
February 2, 2016	First meeting in Old Lyme, CT on high-speed rail issue
February 18, 2016	James Redeker briefs CT DOT staff on early decision by NEC Future Team
February 26, 2016	James Andreski briefs CT DOT staff on early decision by NEC Future Team

February 26, 2016	Carl Jackson briefs CT DOT, FRA discouraged from press statement until after elections
January 11, 2016	DE SHPO writes to FRA, questions shifting assessment parameters
February 16, 2016	Extended Deadline for D-EIS Public Comment
February 18, 2016	FOI materials evidence early decision by NEC Future Team
March 4, 2016	David Carol announces Webinar, tunnel option, defers request for a public meeting
March 11, 2016	FRA Meets with town officials in Old Lyme, CT.
March 14, 2016	FRA hosts a webinar for Connecticut stakeholders
March 21, 2016	CT DOT begins piecemeal widening of I-95 at Exit 73.
March 23, 2016	Old Lyme, CT town officials write to FRA to confirm details of March 11 meeting
April 4, 2016	2 FOI requests with FRA for maps and documents FOIA 16-207 and 16-208
April 6, 2016	Finalized Maps of Preferred Alternative as part of 106 Programmatic Agreement
April 20, 2016	FRA replies to Old Lyme query with letter confirming details of March 11 meeting
May 1, 2016	Rally in Old Lyme
May 16, 2016	Call to FRA regarding status of FOIA 16-207 and FOIA 16-208
May 17, 2016	FRA calls to offer update on FOIA 16-207 and FOIA 16-208
May 22, 2016	FOI requests to CT DOT, NEC Commission, DEEP, Corps of Eng., CEQ, NPS, CT OPM
June 28, 2016	Press Release, CT DOT emails detail short-circuited decision-making by FRA
July 1, 2016	FRA denies early decision in statement to New London Day

July 7, 2016	Meeting with James Redeker in Old Lyme, CT
July 12, 2016	MD SHPO signs off on Preferred Alternative as part of 106 Programmatic Agreement
July 13, 2016	Amtrak VP Stephen Gardner denies early decision in Senate subcommittee
July 14, 2016	CT State Bond Commission approves $1.2 million to study widening I-95
July 21, 2016	CT SHPO signs off on Preferred Alternative as part of 106 Programmatic Agreement
July 22, 2016	CT Federal Delegation requests public meeting in Old Lyme, CT
July 28, 2016	FRA Releases Overview responding to D-EIS Public Comment
July 28, 2016	Call to Timothy Barkley, liaison at FRA for update on FOIA 16-207 and 16-208
August 4, 2016	Webinar for MPOs. Request for letters of consistency with regional planning
August 22, 2016	FRA signs off on Preferred Alternative as part of 106 Programmatic Agreement
August 23, 2016	FRA denies early decision in statement to Westerly Sun
August 25, 2016	ACHP signs and posts executed 106 Programmatic Agreement on website
August 31, 2016	Public Meeting with FRA in Old Lyme, CT
September 6, 2016	Press Release on FRA misstatements, maps of the Preferred Alternative
September 7, 2016	ACHP removes 106 Programmatic Agreement from website at request of FRA
October 9, 2016	Rally in Old Lyme at Bee and Thistle
October 19, 2016	CT DOT initiates two studies for potential investment scenarios on the I-95 widening
October 20, 2016	Joint letter to FRA requesting FOI documents, and clarity on F-EIS release
December 16, 2016	FRA announces NEC Future F-EIS

December 16, 2016	Charlestown, RI learns of Kenyon to Old Saybrook Bypass from news reports
December 21, 2016	CT Trust Requests 60-day extension of comment period
December 22, 2016	Sen. Richard Blumenthal holds public meeting in Old Lyme, CT
January 10, 2017	Public meeting in Charlestown, RI
January 11, 2017	FRA Webinar, includes view of high-quality Data Viewer Maps
January 23, 2017	In letter to federal delegation, FRA agrees to release ROD after March 1, 2017
January 24, 2017	Rally in Pawatuck, CT
January 25, 2017	Rally in Providence, RI at State Capitol
January 25, 2017	FRA holds Open House in Springfield, MA
January 30, 2017	FRA mails packet of maps in response to 4/4/16 FOI 16-207 request
January 31, 2017	End of Waiting Period
February 6, 2017	Maps in response to FOIA-16-207
February 6, 2017	CT Transportation Committee public hearing on SB 253, SB 263, HJ 54.
February 11, 2017	Public Rally in Mystic, CT

National Trust for Historic Preservation
Save the past. Enrich the future.

March 1, 2017

NEC FUTURE
U.S. DOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004
via Email: info@necfuture.com

Re: Northeast Corridor NEC Future Tier 1 Final Environmental Impact Statement

Dear Federal Railroad Administration and NEC Future Project Team:

On behalf of the National Trust for Historic Preservation,[1] this letter serves as a comment on the Tier 1 Final Environmental Impact Statement (FEIS) for the Northeast Corridor NEC Future project.

While some areas of the proposed project would have a minimal adverse effect on historic resources, the portion of the project along the coast of Connecticut and Rhode Island would be devastating to historic communities under the preferred alternative, which proposes 79 miles of rail corridor on new alignment just within Connecticut–29 miles in the New Rochelle to Greens Farms Bypass, and 50 miles in the Old Saybrook to Kenyon Bypass, much of which would be elevated on aerial structures. Historic communities such as Old Lyme in Connecticut, and Charlestown in Rhode Island, would be especially hard hit. In these historic communities, the opposition to the preferred alternative—by local governments, by elected officials at all levels, and by the public at large—has been quite extraordinary.

As you know, the Connecticut Trust for Historic Preservation has submitted detailed comments on these harmful impacts, including a thorough discussion of the legal and analytical flaws of the Tier 1 FEIS. The National Trust strongly endorses the comments of the Connecticut Trust for Historic Preservation.

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[1] The National Trust for Historic Preservation is a privately funded nonprofit organization chartered by Congress in 1949 to facilitate public participation in the preservation of our nation's heritage, and to further the historic preservation policy of the United States. *See* 54 U.S.C. § 312102(a). With almost 800,000 members and supporters around the country, the National Trust works to protect significant historic sites and to advocate historic preservation as a fundamental value in programs and policies at all levels of government. In addition, the National Trust has been designated by Congress as a member of the Advisory Council on Historic Preservation, which is responsible for working with federal agencies to implement compliance with Section 106 of the National Historic Preservation Act. *Id.* §§ 304101(8), 304108(a). The National Trust also has a long-standing track record of advocacy to enforce compliance with Section 4(f) of the Department of Transportation Act, 49 U.S.C. § 303(c).

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In addition, we wish to emphasize that, in our view, the proposed project fails to comply with Section 4(f) of the Department of Transportation Act. Section 4(f) prohibits the use of historic properties and park land for transportation projects unless there is no feasible and prudent alternative to doing so, and the project incorporates "all possible planning to minimize harm." 49 U.S.C. § 303(c). As the FEIS points out, a large number of Section 4(f) resources are located within and immediately adjacent to the corridor. However, the information in the FEIS regarding cultural resources and historic properties does not effectively convey the nature and magnitude of the potential adverse impacts to those resources.

The FEIS assumes that Section 4(f) compliance will occur much later in the process, during the Tier 2 review. However, the FEIS acknowledges that the agency must ensure that opportunities to avoid and minimize harm to historic resources, as required by Section 4(f), "have not been *precluded* by decisions made at the Tier 1 stage." FEIS at 7.16-13 (emphasis added); *cf.* 23 C.F.R. § 774.7(e)(1). We believe that compliance with Section 4(f) will indeed be precluded, unless this portion of the project is removed from the Tier 1 Record of Decision. It is simply not possible for the agency to make any meaningful determination that there is no feasible and prudent alternative to the use of historic resources protected by Section 4(f). *See Corridor H Alternatives, Inc. v. Slater,* 166 F.3d 368 (D.C. Cir. 1999).

In sum, we urge the Federal Railroad Administration to remove from its Tier 1 Record of Decision the portions of the project in Connecticut and Rhode Island that involve bypasses on new alignment and other draconian impacts on historic resources. Instead, the agency should conduct more detailed reviews to develop feasible and prudent alternatives that would avoid and minimize harm to these resources.

Thank you for considering the comments of the National Trust for Historic Preservation.

Sincerely,

Elizabeth S. Merritt
Deputy General Counsel

cc: Laura Shick, Federal Preservation Officer, Federal Railroad Administration
Amishi Castelli, Environmental Protection Specialist,
Federal Railroad Administration
Chris Wilson, Charlene Vaughn, and Reid Nelson,
Advisory Council on Historic Preservation
Kristina Newman-Scott, Connecticut State Historic Preservation Officer
Daniel Mackay and Gregory Stroud,
Connecticut Trust for Historic Preservation

F-1291 Harvey_Ann

February 24, 2017

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590
Website: http://www.elainelchao.com/contact/ Email: through website

Dear Secretary,

I am writing you to express opposition to the FRA's current Tier I plan for the "Old Saybrook to Kenyon" bypass.

The negative economic impact to the state's tourism income generated by Old Mistick Village, The Mystic Aquarium, the Mystic Seaport, and historic downtown Mystic's bastille bridge would be an unfortunate loss of revenue for Connecticut.

Connecticut's web page states that the economic impact studies show that the tourism sector generates over $14 billion in total sales and supports over 150,000 jobs, including over 80,000 direct jobs, representing an important percentage of all employment in the state. Since the 2008 recession, even more tourists have come to these more affordable holiday destinations. The TripAdvisor reviews are an indicator for the average Joe.

On the Connecticut government website, Malloy writes:

> ***"From incredible parks and green space, to great beaches and attractions, Connecticut's economy benefits significantly from tourism … Our smart decisions and significant commitments are yielding great results, with strong job and economic growth. Connecticut is an incredible place to live and visit – and we're working hard today so that our state has an even brighter future tomorrow"***

DECD Commissioner Catherine Smith states:

> ***"Tourism is a critical component of Connecticut's economy and a major contributor to the growth in jobs we've seen during Governor Malloy's administration…..We've showcased thousands of our tourism venues through our advertising, public relations and social media efforts, and it's clear that visitors are responding. We're proud our tourism partners directly employ 80,000 Connecticut residents within our state."***

With the loss of tourism, this plan will also increase Connecticut's population loss as residents experience reduced property values while still paying the high taxes.

In addition to lost tourism revenue and decreased property values, water is the huge elephant in the room when assessing this initiative.

Consider White Rock, the sole aquifer that supplies 6.5 million gallons of water daily to several southeastern Connecticut towns. Communities from Westerly, Rhode Island past Old Lyme, CT (as it would destroy the aquifier there) will be forced to desalinate ocean water, an expensive process to set up for such a widespread area.

Also, the environmental impact is negative. Good engineering can design a much more appropriate and less disruptive plan.

For the sake of the future, economically, environmentally, in New England and across the country, please remove the Bypass from Tier I.

Thank you for your time, your service to our country and your consideration on this.

Sincerely,

Ann Harvey

F-1291 Harvey_Ann

Ann Harvey
[redacted]
06378

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Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

S10-170303-023

20590-

March 3, 2017

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

RE: NEC Future Tier 1 Final Environmental Impact Statement

Dear Ms. Reyes-Alicia:

We represent states and rail operators with direct responsibility for or operating interest in the Northeast Corridor. We commend the Federal Railroad Administration (FRA) on the NEC Future program. It has provided a process for considering a long-overdue vision for the Northeast Corridor (NEC). More importantly, NEC Future has set the stage for an investment program that is essential to reverse decades of underinvestment in the corridor and advance significant infrastructure improvements. We see the issuance of the Record of Decision (ROD) as a critical next step to advance sorely needed investments on the NEC and to expedite their implementation. We recommend that the ROD be issued as soon as possible.

Our support of the Record of Decision is conditioned on the premise that it will:

- Focus principally on investments that will achieve a State of Good Repair to ensure continuation of existing services and handle the projected ridership demand for the next 10-15 years.
- Clearly identify specific projects that are empowered to advance in the No Action and Universal First Phase investments which were identified in Chapter 10 in the DEIS. These projects, such as replacement of aging tunnels and bridges, have broad support among all the NEC stakeholders and their advancement must not await the completion of a Service Development Plan (SDP).
- Incorporate specific references and recommendations regarding NEC connecting corridors.
- Articulate a simplified NEPA process which prioritizes and expedites projects based on their characteristics, potential impacts, costs, etc., including identifying projects eligible for Categorical Exclusions and Environmental Assessments that might result in Findings of No Significant Impacts (FONSIs), and limiting the need for Environmental Impact Statements/Records of Decision.
- Eliminate any specific "representative alternative alignments" along the NEC. Portions of the corridor which require evaluation of alternative investments and alignments to address capacity, speed, or which have other vulnerabilities should be identified without proposing specific options.
- Be adopted by all appropriate U. S. Department of Transportation Agencies, not just the FRA. There must be a clear path forward that does not require the states and operators to navigate and negotiate among the federal agencies to gain project approvals.

We also make the following recommendations regarding the Tier 1 Preferred Alternative and the process identified in the FEIS for advancing the Alternative:

- While we support investments in the No Action and Universal First Phase projects, we understand the long range improvements are aspirational and will have commensurate impacts that remain undefined at this time, and may or may not be resolved.
- The longer term opportunities require close coordination with respective states and operators through a more detailed project level transportation and environmental planning and review process. As noted above, this process should be as consistent, simplified and expedited as possible.
- The (SDP) process may be necessary for the longer term, but should be preceded by additional analyses. First, it is critical to assess the resource, staging, operational and construction requirements to implement the proposed capital investment program. This information is critical to support a future SDP activity. Second, evaluation of the economic impacts and benefit/cost evaluations should be performed for the core projects as well as the aspirational projects to also inform a SDP activity.
- The SDP process should be led by the NEC Commission. It is necessary for all states and rail operators to be engaged in the SDP along with AMTRAK, FRA and FTA. The Commission must be resourced accordingly to handle such a task.
- The SDP should include an extensive outreach plan that incorporates stakeholder and public input into any and all of the SDP recommendations. This plan should include towns, cities and other jurisdictions impacted by potential investments.
- Since states and operating agencies will be burdened with funding investments, they must have the authority for approving any project investments.
- The ultimate vision for a more robust NEC must be accompanied by a commitment by the Federal government to cover a significant portion of the estimated capital costs.

The FRA's work has spurred a broad public conversation on the future of this important national transportation asset. The ROD must now conclude with a clear set of near and long-term recommendations and next steps that enable immediate investment. There must be no ambiguity in what comes next.

Thank you for the opportunity to provide our comments on the NEC Future Tier 1 FEIS and the Record of Decision. We look forward to your response.

Sincerely,

James Redeker, Commissioner
Connecticut Department of Transportation

Jennifer Cohan, Secretary
Delaware Department of Transportation

David Bernhardt, P.E., Commissioner
Maine Department of Transportation

Leif Dormsjo, Director
District of Columbia Department of Transportation

Pete Rahn, Secretary
Maryland Department of Transportation

Stephanie Pollack, Secretary
Massachusetts Department of Transportation

Toby Fauver, Department Secretary
Pennsylvania Department of Transportation

Peter Alviti, Jr, Director
Rhode Island Department of Transportation

Joe Flynn, Secretary
Vermont Department of Transportation

Steven H. Santoro, Executive Director
New Jersey Transit

Dannel P. Malloy
GOVERNOR
STATE OF CONNECTICUT

March 2, 2017

Rebecca Reyes-Alicia
NEC FUTURE
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: NEC Future Tier 1 Final Environmental Impact Statement

Dear Ms. Reyes-Alicia:

Connecticut commends the Federal Railroad Administration (FRA) on the NEC Future program. It has provided a process for considering a long-overdue vision for the Northeast Corridor (NEC). More importantly, NEC Future has set the stage for an investment program that is essential to reverse decades of underinvestment in the corridor and advance significant infrastructure improvements. We see the issuance of the Record of Decision (ROD) as a critical next step to advance sorely needed investments on the NEC and to expedite their implementation. We recommend that the ROD be issued as soon as possible.

Connecticut's support of the Record of Decision is conditioned on the premise that it will:

- Focus principally on investments that will achieve a State of Good Repair to ensure continuation of existing services and handle the projected ridership demand for the next 10-15 years. Connecticut has been clear that the investments in the State-of-Good Repair are the necessary foundation for any longer-term high speed rail investment, and will deliver the most cost-effective outcomes.

- Clearly identify specific projects that are empowered to advance in the No Action and Universal First Phase investments which were identified in Chapter 10 in the FEIS. These projects, such as replacement of aging tunnels and bridges, have broad support among all the NEC stakeholders and their advancement must not await the completion of a Service Development Plan (SDP).

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- Incorporate specific references and recommendations regarding NEC connecting corridors.

- Articulate a simplified NEPA process which prioritizes and expedites projects based on their characteristics, potential impacts, costs, etc., including identifying projects eligible for Categorical Exclusions and Environmental Assessments that might result in Findings of No Significant Impacts (FONSIs), and limiting the need for Environmental Impact Statements/Records of Decision.

- Eliminate any specific "representative alternative alignments" along the NEC. Portions of the corridor which require evaluation of alternative investments and alignments to address capacity, speed, or which have other vulnerabilities should be identified without proposing specific options.

- Be adopted by all appropriate U. S. Department of Transportation Agencies, not just the FRA. There must be a clear path forward that does not require the states and operators to navigate and negotiate among the federal agencies to gain project approvals.

Connecticut also makes the following recommendations regarding the Tier 1 Preferred Alternative and the process identified in the FEIS for advancing the Alternative:

- While we support investments in the No Action and Universal First Phase projects, we understand the long range improvements are aspirational and will have commensurate impacts that remain undefined at this time, and may or may not be resolved.

- The longer term opportunities require close coordination with respective states and operators through a more detailed project level transportation and environmental planning and review process. As noted above, this process should be as consistent, simplified and expedited as possible.

- The SDP process may be necessary for the longer term, but should be preceded by additional analyses. First, it is critical to assess the resource, staging, operational and construction requirements to implement the proposed capital investment program. This information is critical to support a future SDP activity. Second, evaluation of the economic impacts and benefit/cost evaluations should be performed for the core projects as well as the aspirational projects to also inform a SDP activity.

- The SDP process should be led by the NEC Commission. It is necessary for all states and rail operators to be engaged in the SDP along with AMTRAK, FRA and FTA. The Commission must be resourced accordingly to handle such a task.

- The SDP should include an extensive outreach plan that incorporates stakeholder and public input into any and all of the SDP recommendations. This plan should include towns, cities and other jurisdictions impacted by potential investments.
- Since states and operating agencies will be burdened with funding investments, they must have the authority for approving any project investments.

- The ultimate vision for a more robust NEC must be accompanied by a commitment by the Federal government to cover a significant portion of the estimated capital costs.

There are state-specific issues within the FEIS that Connecticut raises for action:

- Connecticut appreciates the FRA decision to incorporate the Hartford/Springfield Line into the Preferred Alternative based on feedback from stakeholders and the public. We support the recommendation for additional track between Hartford and Springfield. We recommend that the ROD specifically include a recommendation to advance the FRA-funded NNEIRI study that identified critical investments beyond Springfield, MA north to Vermont and Canada and east to Boston via the inland route. Connecticut asks that the ROD be silent on electrification of this corridor and potential extensions north and east, deferring those evaluations to future Tier 2 EIS initiatives that would be required before recommending investments in electrification and/or extensions.

- The FEIS recommends an in-kind replacement of the Hartford Viaduct in downtown Hartford for the Hartford/Springfield Line. As FRA knows, Connecticut is currently conducting an EIS for the replacement of the Hartford I-84 highway viaduct which is also evaluating realignment of the Hartford Line along a new right-of-way with a new Hartford station. The ROD should reference the I-84 viaduct EIS process regarding the future of the existing rail viaduct.

- The FEIS's representative corridor stage for natural resource and environmental impacts should defer to the Tier 2 EIS for a more detailed evaluation of the environmental impacts entailed in the upgrade and expansion of NEC facilities. Any individual Tier 2 actions will involve more specific review by the Connecticut Department of Energy and Environmental Protection as part of the environmental permit requirements that will arise at the Tier 2 stage.

- The FEIS includes "representative alternative alignments" which have potentially unacceptable physical, historic, environmental and community impacts without significant incremental benefit-cost outcomes, specifically between the Hell Gate Line and Greens Farms and between Old Saybrook and Kenyon, RI. Since any infrastructure alternatives must follow detailed Tier 2 methodologies, Connecticut asks FRA to state in the ROD that future capacity and infrastructure alternatives in those two segments will require the full consent of Connecticut through appropriate Tier 2 alternatives evaluations and recommendations. No specific alignments off of

the existing Connecticut NEC right of way should appear in the ROD. Connecticut elected officials and citizens have been very clear about this throughout the EIS process.

- The FEIS states, "Construction of new parallel segments of track provides the opportunity to relocate existing trains to new tracks before beginning work on upgrades to the existing NEC. Such phasing of construction could provide capital cost efficiencies and reduce impacts." There is no analytical basis for this conclusion, since no alternatives have actually been studied.

- The FEIS states, "In the ROD, the FRA may define the service and performance aspects of the Selected Alternative as a starting point for subsequent Tier 2 project studies. It is the FRA's intent to define these characteristics in such a way as to set standards for use in developing alternatives in Tier 2 project studies." It is unacceptable for FRA to predetermine service and performance characteristics unilaterally and without prior consultation and agreement with all partners and stakeholders. Connecticut will have direct participation in any Tier 2 projects in this state and will reserve judgements about ultimate performance outcomes and service standards for the appropriate Tier 2 evaluations and recommendations.

The FRA's work has spurred a broad public conversation on the future of this important national transportation asset. The ROD must now conclude with a clear set of near and long-term recommendations and next steps that enable immediate investment. There must be no ambiguity in what comes next.

Thank you for the opportunity to provide our comments on the NEC Future Tier 1 FEIS and the Record of Decision. I look forward to your response.

Sincerely,

Dannel P. Malloy
Governor

Dannel P. Malloy
GOVERNOR
STATE OF CONNECTICUT
STATE CAPITOL
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HARTFORD, CT 06106

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Rebecca Reyes-Alicia
NEC FUTURE
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

10004314452 C014

2-19-17

F-1294 Anderson_George

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be removed from the FEIS.

Mr. George Anderson
[redacted]
Old Lyme, CT 06371-2105

Name: _____

Address: _____

Town, State, Zip: _____

Email address: _____ Date: 2-19-17

How much time would be saved in this area (alone) and can it really be worth the expense involved?

HARTFORD
CT 061
F-1294 Anderson, George
PM 3 L

Return Address:

Mr. George Anderson
[redacted]
Old Lyme, CT 06371-2105

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1295 Dacek_Ann

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Ann Dacek

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 2/28/17

F-1295 Dacek_Ann

HARTFORD CT 061

08 MAR 2017 PM 2 L

USA FOREVER

Gary and Ann Dacek
[redacted], Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1296 Dacek_Gary

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Gary Dacek

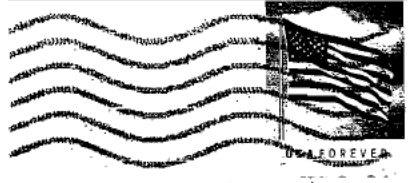
Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: [redacted] Date: 2/28/17

F-1296 Dacek_Gary

HARTFORD CT 061
03 MAR 2017 PM 8 L



Return Address:

Mr. Gary C Dacek
[redacted]
Old Lyme, CT 06371-1301

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1297 Delk_Amanda

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: AMANDA DELK

Address: [redacted]

Town, State, Zip: EAST LYME, CT 06333

Email address: [redacted] Date: 2/24/17

HARTFORD CT 061

F-1297 Delk_Amanda
24 FEB 2017 PM 1 L

Return Address:

DELK
[redacted]
EAST LYME CT 06333

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

I live in TX but my son Michael Dickey married an Old Lyme native + I visit them as often as I can. The town is beautiful + Lyme St. is so nice with beautiful houses and churches - they don't make them like that any more. Please don't risk destroying it with more train tracks that will go through my granddaughter's schools,

E-1299 Dickey, Doris

Dear Ms. Reyes-Alicea: Just fix the one that's already there. We took it to NYC last summer It was OK but could be better.

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Doris Dickey

Address: [redacted]

Town, State, Zip: Irving, TX 75061

Email address: [redacted] Date: 2/27/17

HARTFORD CT 061

F-1299 Dickey_Doris

28 FEB 2017 PM 8 L

Return Address:

Doris M. Dickey

[redacted]

Irving, TX

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14S204

F-1299 Dickey_Michael

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Michael F. Dickey

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 2/27/17

F-1299 Dickey_Michael

HARTFORD CT 061

28 FEB 2017 PM 2 L

Return Address:
Michael E. Dickey
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

I listen to WCBS AM radio. During/following heavy snow of 2/9/17, an AMTRAK train was stalled between NYC & Boston due to snow on overhead lines. Train motionless ~5 hrs., leaving passengers without heat or toilets. Food, water, blankets, or answers were not provided. Passengers complained

P-1300 Dickey, Michele

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Michele Dickey

Address: [redacted]

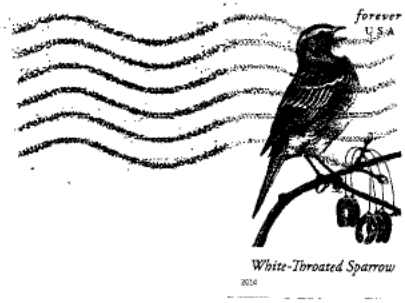
Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 2/27/17

AMTRAK personnel seemed to HIDE rather than provide information. The FRA should perfect rails already in service rather than destroy towns to build more. Thank you.

F-1300 Dickey_Michele

HARTFORD CT 061
28 FEB 2017 PM 8 L



Return Address:
Michele Dickey
[redacted]
Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1301 Foster_Cynthia

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: CYNTHIA FOSTER

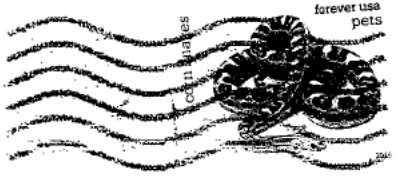
Address: [redacted]

Town, State, Zip: OLD LYME, CONN 06371

Email address: [redacted] Date: Feb 22, 2017

F-1301 Foster_Cynthia

HARTFORD CT 061
24 FEB 2017 PM 4 L



Return Address:
FOSTER
[redacted]
OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1302 Foster_Darl

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Darl Foster

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

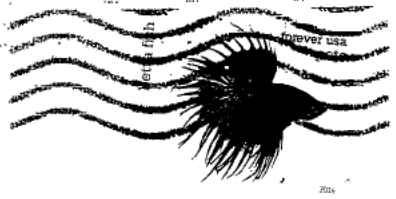
Email address: [redacted] Date: 2/2/17

Lets not destroy my little town eh! That'd be nice Seeing as the rail cars/railways are Garbage anyways. Just Saying

HARTFORD CT 061

F-1302 Foster_Darl

24 FEB 2017 PM 3 L



Return Address:

Foster

[redacted]

Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1303 Foster_Michael

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: MICHAEL FOSTER

Address: [redacted]

Town, State, Zip: OLD LYME, CONN 06371

Email address: [redacted] Date: 2/22/17

HARTFORD CT 061

F-1303 Foster_Michael

25 FEB 2017 PM 4 L

Return Address:

FOSTER

[redacted]

OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4

F-1304 Girasoli_B

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: B. Girasoli

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 2/21/17

HARTFORD CT 061

F-1304 Girasoli_B

28 FEB 2017 PM 1 L

Return Address:

[redacted]

Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1305 Girasoli_Lauren

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

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Name: L. Girasoli

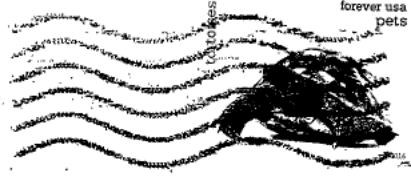
Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: 2/27/17

F-1305 Girasoli_Lauren

HARTFORD CT 061
28 FEB 2017 PM 8 L



Return Address:

[redacted]

Old Lyme, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1306 Hoffman_Richard and Kimberly

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Kimberly + Richard Hofmann

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: N/A Date: 22 February 2017

F-1306 Hoffman_Richard and Kimberly

Return Address:

Hoffmann

[redacted]

Old Lyme CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-14520 4

Dear Ms. Reyes-Alicea:

F-1307 Kalet_Marilyn

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Marilyn Kalet

Address: [redacted]

Town, State, Zip: E Haddam CT 06423

Email address: _____ Date: 2/21/17

Return Address:
Kalet
[redacted]
East Haddam, Ct
06423

HARTFORD CT 060
FEB 22
2017

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10C043$1452 C014

F-1308 Magee_Alison

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

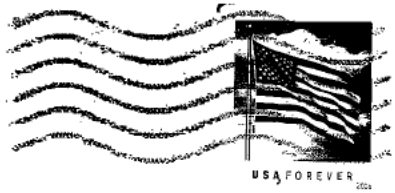
Name: Alison Magee

Address: [redacted]

Town, State, Zip: Avon CT 06001

Email address: [redacted] Date: 2/6/17

HARTFORD CT 061
F-1308 Magee_Alison
22 FEB 2017 PM 7 L



Return Address:

Magee

[redacted]

Avon CT 06001

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1309 Robinson_Mark

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

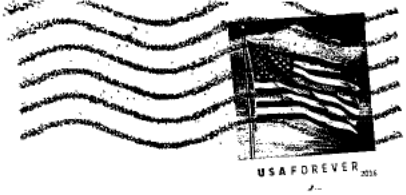
Name: Mark Robinson

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: [redacted] Date: Jan 31 2017

HARTFORD CT 061
F-1309 Robinson_Mark
23 FEB 2017 PM 1 L



Return Address:
[redacted]

Old Lyme, CT 0637

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1310 Rubera_Jennie

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Jennie A Rubera

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: _____ Date: 2-23-2017

Return Address:

_____

_____

_____

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

FROM: _____

_____

_____

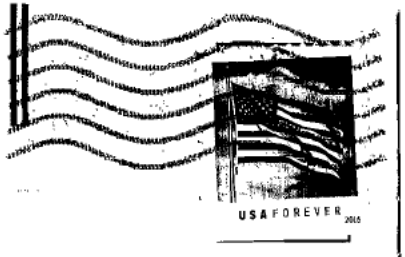
☐ CHECK BOX IF ADDRESS HAS CHANGED.

Phone # _____

F-1310 Rubera_Jennie

HARTFORD CT 061

24 FEB 2017 PM 1 L



10004-145204

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Kerianne Smith

Address: [redacted]

Town, State, Zip: Pawcatuck CT 06379

Email address: [redacted] Date: 2-22-17

HARTFORD CT 061

F-1311 Smith_Kerianne

01 MAR 2017 PM 3 L

Return Address:

SMITH

[redacted]

Bawcatuck, CT 06379

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

NEC FEIS Comments - RECORD #938 DETAIL

Status : [redacted]
Record Date : 3/17/2017
First Name : Louise
Last Name : Phaneuf
Stakeholder Comments/Issues :

Please consider the attached in your deliberations.

Louise R. Phaneuf, Town Clerk
Town of Burrillville
105 Harrisville Main St.
Harrisville, RI 02830
(401) 568-4300, Ext. 124

Attachments : 02-22-17 NEC.pdf (94 kb)

TOWN OF BURRILLVILLE

Office of Town Clerk
Louise R. Phaneuf
Town Clerk

TOWN BUILDING
HARRISVILLE, R.I.

Telephone: (401) 568-4300 ext. 124
FAX: (401) 568-0490
E-mail: townclerk@burrillville.org
RI Relay 1-800-745-5555 (TTY)

March 10, 2017

NEC FUTURE
U.S. DOT Federal Railroad Administration ***via email to: info@necfuture.com***
One Bowling Green, Suite 429
New York, NY 10004

RE: Northeast Corridor FUTURE, Washington, DC to Boston, MA

At the regular meeting of the Burrillville Town Council held Wednesday, February 22, 2017 in the Town Building, 105 Harrisville Main St., Harrisville, for and within the Town of Burrillville, at which time a quorum was present and acting throughout, the Burrillville Town Council voted unanimously to support the Westerly, RI Town Council resolution in opposition to the Federal Railroad Administration's proposal for an alternative route for the Northeast Corridor. A copy of the resolution is attached for your consideration.

Sincerely,

Louise R. Phaneuf
Burrillville Town Clerk

LRP/s
cc: Westerly Town Council
encl

17-045

RESOLUTION OPPOSING THE FEDERAL RAILROAD ADMINISTRATION'S PROPOSAL FOR AN ALTERNATIVE ROUTE FOR THE NORTHEAST CORRIDOR

WHEREAS, the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS, the proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including over 4 miles in Westerly; and

WHEREAS, through lack of specific outreach on the part of the Federal Railroad Administration, the Town of Westerly, its citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Westerly and, as a result, there were no comments received from the Town or interested parties in Westerly during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS, the review and outreach that the Town of Westerly, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS, the scope of this project and the impact of the route on the Town of Westerly is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Bisect Westerly's Aquifer Protection Overlay District, Wellhead Protection Area, Groundwater Recharge Area, Groundwater Reservoir Area and Town-Owned Conservation Land
3. Fragment historic and active farmland
4. Fragment the Grills Preserve and Riverwood Preserve, major land holdings of The Westerly Land Trust
5. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
6. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
7. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS, the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a period of time which the Town of Westerly considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS, the Town of Westerly will bear a significant burden due to loss of areas of environmental, historic, agricultural and social importance without commensurate benefits to the community as a whole.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Westerly hereby opposes a change to the railroad alignment within its borders, and authorizes its Town Manager to undertake the following:

1. Prepare and send a letter of opposition to the Federal Railroad Administration, along with a request to extend the comment period on the Tier 1 Final EIS to April 1, 2017.

2. Prepare and send a letter to Governor Raimondo of Rhode Island stating the Town of Westerly's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way, with copies to all of its federal and state legislators.

3. Prepare and send letters to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse and Congressman James Langevin stating the Town of Westerly's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way.

4. Prepare a detailed response to the contents of the Final EIS, as time may allow, including evidence of incomplete and inaccurate data and improper process, to be distributed to all involved agencies and officials.

5. Prepare and send a request to all municipalities within the State of Rhode Island, requesting support of this resolution.

6. Invite a joint resolution with our neighboring towns in Washington County.

ADOPTED: February 6, 2017

NEC FEIS Comments - RECORD #939 DETAIL

Status : [redacted]
Record Date : 3/19/2017
First Name : Dolores
Last Name : Hayden
Stakeholder Comments/Issues :

Widening the Amtrak right of way through a National Register Historic District along Route 146 is not the best way to proceed. I am a Guilford resident. I support improving public transportation but not at the expense of historic preservation and environmental protection.

Dolores Hayden
Professor of Architecture and Urbanism
Professor of American Studies
Yale University

[redacted]

NEC FEIS Comments - RECORD #940 DETAIL

Status : [redacted]
Record Date : 3/20/2017
First Name : Nicholas
Last Name : Caruso
Stakeholder Comments/Issues :

>From the small doses of information collected around Boston, it sounds like the NEC bypass is in a tough spot. Hopefully both sides can come to a mutually beneficially agreement at some point, The aforementioned New London-Westerly greenway, or "Mystic Stroll", gives New London, Groton, Stonington, and Westerly a key tourism incentive. Between Old Saybrook and Downtown New London, the federal team can work with both urban enclaves, New London and Niantic, to mitigate overlapping waterfront issues. For instance, New London has desperately tried to connect it's Downtown with the city's Fort Trumbull region across from Shaw's Cove. Concurrently, Amtrak would love to close down the Shaw's Cove operable bridge dynamic between Downtown New London and Fort Trumbull. Through careful local planning, both sides can help each other out. Sincerely, Nick

NEC FEIS Comments - RECORD #941 DETAIL

Status : [redacted]
Record Date : 3/21/2017
First Name : Mark
Last Name : Gaynor
Stakeholder Comments/Issues :

I am asking the the NEC FUTURE plan for this area be only considered after sufficient studies are done in order to protect and save the natural resources. Thank you

Sent from my iPhone

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 10, 2017

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

Dear Ms. Reyes-Alicea:

A number of NJ TRANSIT's most important concerns about the content of the proposed Record of Decision (ROD) for the NEC Future Tier I FEIS were addressed in the letter signed by myself and representatives of the other NEC States. Those recommendations emphasize what we expect to come out of the issuance of a ROD which focuses on the many NEC state-of-good repair and other improvement projects upon which basic agreement among the States and Amtrak have occurred. A number of those projects are also in various stages of planning and environmental reviews. A couple of the projects even have their NEPA determination completed and only await a source of adequate capital funding to move into construction. This letter is intended to outline a few other concerns we have that were not covered in that letter from the states and District of Columbia.

NJ TRANSIT is very appreciative of the hard work undertaken by FRA staff and their consultant team to prepare a most important environmental overview of the future for a corridor which cuts through eight states. This was a valuable effort because it set the stage for future required project level (Tier 2) NEPA determinations. We believe the physical envelope for the NEC in New Jersey as defined in the FEIS is more than adequate to contain potential future projects.

NJ has significant concerns however with the illustrative physical improvements outlined in the Preferred Alternative as well as some of the operating proposals supporting those improvements. Because of our concerns, we recommend that the ROD require that additional analysis be undertaken within a segment of the NEC if a State requests it.

This analysis should be more comprehensive, and with the full participation of the State, the rail transit operators using that segment, communities and others, seek to discover how best to provide an improved level of intercity and regional rail (the name used in the DEIS and FEIS for what was called commuter rail) services for the defined current and future market needs. This work would examine the best approach to serving future market needs within that segment such as to minimize the need for adding additional parallel tracks requiring the taking of more property and impacting built-up neighborhoods.

Especially in New Jersey, east of New Brunswick there is a dense pattern of development along the NEC. Proposing the addition of new parallel tracks or new tunnel sections which may require new right-of-way and otherwise impact these densely developed areas must be more sensitively approached than was possible under this high level Tier I analysis methodology. We do not believe a "project level" NEPA analysis will be as useful as a comprehensive "systems approach" for an entire segment of the NEC in NJ which is more likely to reveal a more cost effective and environmentally sensitive solution.

Which types of train service stop at which locations, what speed the trains will travel at, and how many trains stop at a particular station in NJ does impact on the need to add track capacity to accommodate more train services. Also, having too many trains and passengers focused at certain existing stations will have a negative local impact on the community and its traffic patterns. NJ TRANSIT has an intimate and more intense knowledge of these conditions which the Tier I FEIS could not capture. NJ TRANSIT is anxious to see such a more comprehensive analysis undertaken and would be pleased to participate.

NJ TRANSIT also requests that the ROD clearly state that no one should take actions based on this Tier I FEIS which impede regional rail operators from serving their current customers, or from making investments to insure their services are more reliable, resilient, safe and secure.

NJ TRANSIT owns stations and station platforms along the NEC that may be impacted by how people interpret the preferred alternative described in the FEIS. NJ TRANSIT is very concerned with any proposed improvements that interfere with its property rights along the NEC. NJ TRANSIT is now seeing evidence Amtrak is implementing new engineering design standards, which impact on NJ TRANSIT's ability to safely and adequately operate its stations along the NEC, because Amtrak does not wish to preclude a future set of improvements whose details we have not all fully vetted and agreed upon.

The FEIS does a good job at identifying the general scale of the future need for additional rail capacity under the Hudson River and into new station capacity in Midtown Manhattan. But, recent public discussions on the need for and size of a new Port Authority Bus Terminal in Midtown Manhattan has caused some to suggest we need to maximize trans-Hudson rail transit capacity and station capacity in Midtown. We recommend that the ROD recognize these uncertainties and leave open for future planning to define how much future trans-Hudson specific rail capacity is needed under the Hudson River and how it will be met within the geographic limits established in the FEIS. There is more analysis yet to be done to more precisely determine how much rail and passenger capacity can be gained with different plans that would be acceptable to the different concerned constituencies. This builds off statements contained in the FEIS, Section 4.4.5.1, see page 4-31.

NJ TRANSIT has been intensely active and vocal during the entire conduct of this Tier I analysis and work. We commented both during the scoping process, see letter dated October 16, 2012, and upon the release of the DEIS we commented on it, in a letter dated February 12, 2016. Issues we are raising in this letter you will find stated in these prior communications as well as other communications we can produce. NJT was among the States who helped originate this entire effort in spring of 2010 and we have fervently and completely supported it as it progressed. This level of interest was backed by the belief that the Federal Railroad Administration would issue a ROD which would allow as many projects as possible, as for example SOGR projects contained in the No Action Alternative, and those listed in the proposed Universal First Phase, found in Table 10-1, pages 10-4 and 10-5, of the DEIS, to have a shorter and quicker pathway through the project level NEPA process and on to implementation.

We are concerned when we read in the FEIS in Chapter 10 that there may be two RODs; one for FRA and one for FTA. We recommend that every effort be made to define a means of having FTA and FRA easily cross-accept one another's NEPA determinations such as to minimize the need for a lot of extra work and delays in the process for advancing projects.

We also recommend that FRA and FTA simplify and make easy a pathway for agreeing on future capital investments which recognizes the need for coordination on the design, scheduling and implementation among capital projects along the NEC to minimize disruptions to customers because of impacts on existing rail services and be more efficient in the delivery of capital projects. This means reconciling the NEC Commission's congressionally specified responsibilities for preparing and issuing the 1-Year Implementation Plan and 5-Year Capital Plan for the NEC with the FTA's requirement for involvement of MPOs. A possible remedy would be to consider the

NEC Commission's 1-Year Implementation Plan and 5-Year Capital Plan as specific inputs to the required MPO documents for determining the expenditure of FTA funding.

This might be not unlike the request made of various toll authorities that they show their capital plans in the appendix of MPO documents but those plans are not within the constrained funding plans MPOs are required to produce.

NJ TRANSIT looks forward to the issuance of a ROD which will be empowering and enable us in the near term to progress the state-of-good repair projects necessary to preserve the existing functional capacity of the NEC, and in the longer term allow us to continue to work on understanding which specific proposed projects are best for addressing defined future market needs and are acceptable to the business community and populace for whom they are meant to benefit.

Thank you for your attention in this matter. We are available if you have any questions based on your reading of this letter.

Sincerely,

Steven H. Santoro
Executive Director
NJ TRANSIT

NEC FEIS Comments - RECORD #942 DETAIL

Status : [redacted]
Record Date : 3/23/2017
First Name : Clint
Last Name : Richmond
Stakeholder Comments/Issues :

Another reason for adding a second trunk line from Boston to New Haven is that it allows construction without interfering with existing NEC service. Boston-New Haven represents one-third of the total length of the main line from BOS-WAS. The future of rail is electrification. Having a second NEC trunk will increase the percentage of the Amtrak network that is electrified, which should be a measurable goal that Amtrak tracks. Having more fast/electric options connected within the New England region will have a positive synergistic effect on our passenger growth in this dense part of the country.

Clint Richmond,

Town Meeting Member (elected), Brookline, Mass.

-----Original Message-----
From: Clint Richmond [redacted]
To: info <info@necfuture.com>
Sent: Tue, Feb 21, 2017 9:43 pm
Subject: Comment on NEC Future issues in Conn. & RI

When I read stories like this following the recent draft EIS:
http://www.thewesterlysun.com/news/richmondhopkinton/9953737-154/officials-residents-of-both-states-to-join-in-opposition-at.html
I think the FRA should again consider moving the main line away from the coast via Hartford for many reasons including taking advantage of the existing improvements from Springfield to New Haven.

I still prefer Boston - Worcester - Springfield - Hartford since Boston-Worcester has existing, well used, commuter rail service that will benefit from improvements to this line (such as electrification), which is already publicly owned providing greater control and stability for passenger service. The cost of upgrading the existing ROW used by Amtrak west of Worcester or developing new public ROW still needs to be considered although I prefer the latter. Either way, this route will also benefit the Lake Shore Limited (and could potentially lead to additional service to Albany).

A fall back is Boston-PVD-Hartford but this is a longer distance than Worcester-Springfield (75 mi. v. 50 mi.) although it could be primarily new, publicly owned ROW. This will also serve fewer population centers than Worcester-Springfield and will not benefit any other Amtrak services or commuter rail (except Boston-PVD which already has an electrified main line).

Sincerely,

Clint Richmond,

Town Meeting Member (elected), Brookline, Mass.

NEC FEIS Comments - RECORD #943 DETAIL

Status : [redacted]
Record Date : 3/23/2017
First Name : Andrew
Last Name : Nauta
Stakeholder Comments/Issues :

To NEC Future Committee,

Dear Sir(s)/Ma'am (s),

Thank you for the opportunity in accepting responses to your preferred option. I am a believer in public commuter transit and high speed rail in particular, having to traverse the interstates on a daily basis due to a lack of a comparable alternative. I am one preferring the Tier 3 proposal as an alternative to the heavily used I-84, I-95 and I-684 which day be day are more heavily utilized. Considering your preferred alternative, that is the status quo with some minor improvements, I would suggest returning to the FRA with your DOD and adopt the no action alternative and suggest to the administration to that a reassessment take place for the NEC with a mandate to separate any new proposals without the input of existing agencies, including Amtrak and regional railways. The purpose of the latter is to avoid conflict with the existing railway commuter system as it is incumbent a separate system of high speed rail should operate unto itself with its own rules of operation as has been accomplished in Europe and parts of Asia. In addition there should be a greater focus on existing cities as destinations instead of Boston, New York City, Philadelphia, and Washington.

A new system was considered and later implemented with the interstate highway system. The same thought process is worthwhile for real high speed rail by which a reduction in the use of the present interstate highway system returns to two of its most important mandates: commercial traffic and the movement of equipment in time of war.

Andrew Nauta

March 23rd, 2017

From: NEC FUTURE <info@NECFUTURE.com>
Sent: March 22, 2017 7:59 PM
To: [redacted]
Subject: NEC FUTURE Update

[NEC FUTURE Project Logo - A Rail Investment Plan for the Northeast Corridor]
Update on the NEC FUTURE Tier 1 Environmental Impact Statement

On December 16, 2016, the Federal Railroad Administration (FRA) released the Tier 1 Final Environmental Impact Statement (EIS)<http://necfuture.com/tier1_eis/feis/> for NEC FUTURE, the FRA's comprehensive

planning effort for the Northeast Corridor (NEC) rail line from Washington, D.C., to Boston, MA. The Tier 1 Final EIS includes a Preferred Alternative, the FRA's recommended plan for growing passenger rail service on the NEC to accommodate future demand and maintain the economic competitiveness and vitality of the Northeast.

The FRA received over 1,000 letters to date regarding the Tier 1 Final EIS. The purpose of this statement is to address the primary themes of these comments while the FRA prepares the Record of Decision (ROD).

Requests for a Longer Waiting Period

A waiting period prior to the issuance of a ROD as required by the Council on Environmental Quality's regulations implementing the National Environmental Policy Act, ended on January 31, 2017. Many letters requested that the FRA defer issuing the ROD to allow additional time for the public to provide feedback. The FRA values the public feedback on the Tier 1 Final EIS and Preferred Alternative received thus far. Given the interest in NEC FUTURE, the FRA will continue to consider feedback received, to the extent practicable, up to the issuance of the ROD.

Public Meetings

The FRA held public hearings during the public comment period on the Tier 1 Draft EIS, including in each of the eight states and the District of Columbia that are part of the NEC FUTURE Study Area. The FRA provided information about the Preferred Alternative and the Tier 1 Final EIS by holding public open houses in Springfield, MA, and Baltimore, MD, on January 25 and February 1 respectively, as well as two virtual meetings via webinar on February 13 and 16. The public meeting process has now concluded.

Public Feedback

Public feedback received to date ranges from strong support for long-term growth in passenger rail service across the NEC to concerns about the impacts of proposed infrastructure investments, particularly those associated with new segments. The FRA continues to deliberate on how best to address the passenger rail needs of the region while being responsive to the feedback received.

Record of Decision

Through NEC FUTURE, the FRA is establishing a comprehensive plan that will help prioritize future investment in the NEC, and will support essential commuter and intercity services that benefit hundreds of communities in the region. NEC FUTURE improvements would enable improved and expanded train service along the NEC from Washington, D.C., to Boston.

Through the Tier 1 EIS process, FRA identified the need to reliably maintain and improve existing service to meet growth in ridership, and to address resiliency, performance, and capacity constraints along the NEC. Site-specific decisions about infrastructure improvements along the NEC will only be made after planning studies and Tier 2 environmental reviews that evaluate the specific details and location of individual projects (see FAQs<http://necfuture.com/faqs/> for more information on Tier 2 environmental reviews and next steps). The FRA is committed to working with the states, railroads, and communities across the NEC to plan and advance the rail improvements necessary to grow the northeast region of the United States.

Thank you for your interest in NEC FUTURE.

NEC FUTURE Team

[http://www.necfuture.com/images/eblast/footer.gif]
[FRA Logo]

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NEC FEIS Comments - RECORD #944 DETAIL

Status : [redacted]
Record Date : 3/23/2017
First Name : Rick
Last Name : Kappler
Stakeholder Comments/Issues :

The new Susquehana Railroad bridge near Havre de Grace NEEDS PEDESTRIAN AND BIKE ACCESS ON THE BRIDGE. IT TAKES OVER 80 MILES TO detour when on a WALK OR BIKE ride to get to the other side of THE HUGE RIVER.

From: NEC FUTURE [mailto:info@NECFUTURE.com]
Sent: Wednesday, March 22, 2017 1:05 PM
To: [redacted]
Subject: NEC FUTURE Update

[image: Image removed by sender. NEC FUTURE Project Logo - A Rail Investment Plan for the Northeast Corridor]
Update on the NEC FUTURE Tier 1 Environmental Impact Statement

On December 16, 2016, the Federal Railroad Administration (FRA) released the Tier 1 Final Environmental Impact Statement (EIS) <http://necfuture.com/tier1_eis/feis/> for NEC FUTURE, the FRA's comprehensive planning effort for the Northeast Corridor (NEC) rail line from Washington, D.C., to Boston, MA. The Tier 1 Final EIS includes a Preferred Alternative, the FRA's recommended plan for growing passenger rail service on the NEC to accommodate future demand and maintain the economic competitiveness and vitality of the Northeast.

The FRA received over 1,000 letters to date regarding the Tier 1 Final EIS. The purpose of this statement is to address the primary themes of these comments while the FRA prepares the Record of Decision (ROD).

Requests for a Longer Waiting Period
A waiting period prior to the issuance of a ROD as required by the Council on Environmental Quality's regulations implementing the National Environmental Policy Act, ended on January 31, 2017. Many letters requested that the FRA defer issuing the ROD to allow additional time for the public to provide feedback. The FRA values the public feedback on the Tier 1 Final EIS and Preferred Alternative received thus far. Given the interest in NEC FUTURE, the FRA will continue to consider feedback received, to the

extent practicable, up to the issuance of the ROD.

Public Meetings
The FRA held public hearings during the public comment period on the Tier 1 Draft EIS, including in each of the eight states and the District of Columbia that are part of the NEC FUTURE Study Area. The FRA provided information about the Preferred Alternative and the Tier 1 Final EIS by holding public open houses in Springfield, MA, and Baltimore, MD, on January 25 and February 1 respectively, as well as two virtual meetings via webinar on February 13 and 16. The public meeting process has now concluded.

*Public Feedback *
Public feedback received to date ranges from strong support for long-term growth in passenger rail service across the NEC to concerns about the impacts of proposed infrastructure investments, particularly those associated with new segments. The FRA continues to deliberate on how best to address the passenger rail needs of the region while being responsive to the feedback received.

Record of Decision
Through NEC FUTURE, the FRA is establishing a comprehensive plan that will help prioritize future investment in the NEC, and will support essential commuter and intercity services that benefit hundreds of communities in the region. NEC FUTURE improvements would enable improved and expanded train service along the NEC from Washington, D.C., to Boston.

Through the Tier 1 EIS process, FRA identified the need to reliably maintain and improve existing service to meet growth in ridership, and to address resiliency, performance, and capacity constraints along the NEC. Site-specific decisions about infrastructure improvements along the NEC will only be made after planning studies and Tier 2 environmental reviews that evaluate the specific details and location of individual projects (see FAQs <http://necfuture.com/faqs/> for more information on Tier 2 environmental reviews and next steps). The FRA is committed to working with the states, railroads, and communities across the NEC to plan and advance the rail improvements necessary to grow the northeast region of the United States.

Thank you for your interest in NEC FUTURE.

NEC FUTURE Team

[image: Image removed by sender.]

[image: Image removed by sender. FRA Logo]

Learn more at www.necfuture.com

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<http://www.necfuture.com/get_involved/unsubscribe.aspx> from this mailing
list

[image: Image removed by sender.]

NEC FEIS Comments - RECORD #945 DETAIL

Status : [redacted]
Record Date : 3/23/2017
First Name : Carole
Last Name : Green
Stakeholder Comments/Issues :

"NEC FUTURE improvements would enable improved and expanded train service along the NEC from Washington, D.C., to Boston."

This is what you say when you know it is not true!!!!

Stop this wasted money plan!!!!!!

I am discussed

_____

From: NEC FUTURE [mailto:info@NECFUTURE.com]
Sent: Wednesday, March 22, 2017 4:03 PM
To: [redacted]
Subject: NEC FUTURE Update

NEC FUTURE Project Logo - A Rail Investment Plan for the Northeast Corridor
<http://www.necfuture.com/images/eblast/headergif>

Update on the NEC FUTURE Tier 1 Environmental Impact Statement

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Through the Tier 1 EIS process, FRA identified the need to reliably maintain and improve existing service to meet growth in ridership, and to address resiliency, performance, and capacity constraints along the NEC.
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Thank you for your interest in NEC FUTURE.

NEC FUTURE Team

<http://www.necfuture.com/images/eblast/footer.gif>

FRA Logo <http://www.necfuture.com/images/eblast/logo_fra.gif>

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<http://nec.pbcommentsense.com/pbcs/ZAL5jQ9OOhh0TGnCoNj3rA==/image_handler.ashx>

NEC FEIS Comments - RECORD #947 DETAIL

Status : [redacted]
Record Date : 3/23/2017
First Name : David
Last Name : C. Grigsby
Stakeholder Comments/Issues :

To all,

Attached please a letter from the Guilford Land Conservation Trust expressing our concerns with the proposed expansion of the railway right of way between Guilford and Branford, Connecticut.

We appreciate your attention to this matter.

David C. Grigsby, Esq.
President
Guilford Land Conservation Trust
203-453-2883

Attachments : GLCT Letter to NEC Future (Railway Project).pdf (25 kb)

Guilford Land Conservation Trust
P.O. Box 200, Guilford, CT 06437
www.guilfordlandtrust.org info@guilfordlandtrust.org
203-457-9253

March 23, 2017

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

Re: NEC FUTURE - Branford to Guilford Project

Dear Sir or Madam:

We are writing to express our concern that an expansion of the existing Guilford to Branford segment of the Northeast Corridor will be included in the NEC Future Tier 1 Record of Decision without sufficient detail to properly inform the decision-making process, and public involvement, under the National Environmental Policy Act (NEPA), and the legal requirements of "feasible and prudent avoidance" under Section 4(f) of the Department of Transportation (DOT) Act of 1966.

Given that plans for the Guilford to Branford expansion are not included among the so-called "universal first phase" of 35 projects along the existing corridor, in our view, unbundling this project from NEC Future planning, and providing additional detail and evaluation, prior to inclusion in a Record of Decision, would pose neither an undue burden nor a delay for the NEC Future planning process.

Given that NEC Future documentation acknowledges a significant number and density of Section 4(f) resources located near and adjacent to the existing Northeast Corridor in Connecticut, but provides little or no meaningful detail regarding these resources or potential impacts from an expansion of the Guilford to Branford segment, we are particularly concerned that the opportunity to avoid and minimize harm to environmentally significant, protected open spaces, required by Section 4(f), will be precluded by premature Tier 1 decision-making.

As you know, the Federal Railroad Administration (FRA) has an obligation to provide sufficient detail to inform each constituent part in the decision-making process for a federal action. It is not sufficient that such detail be provided after decision-making. Nor is it sufficient that the FRA would carry out such decision-making without "diligent" efforts to involve the public, and to reasonably inform public comment on the process. In our view, the FRA has failed to satisfy these obligations.

In the case of expanding the Guilford to Branford segment by 2 additional tracks, the FRA has failed to provide more than a cursory description and schematic maps of the proposed expansion. It remains unclear whether this expansion would adhere to, or expand, the existing right of way. It is unclear if or how the FRA has considered and evaluated impacts to adjacent natural resources, including Westwoods, a 1,200 acre open space preserve owned in parts by the GLCT and the State, containing sensitive wetlands, salt and fresh water marshes, an inland tidal lake and miles of recreational hiking trails. Of special concern is the impact of any expansion of the existing right of way on access to Westwoods, as the GLCT owns a strip of land that effectively is the front door to Westwoods immediately adjacent to the railway right of way.

We ask that the FRA hold a timely public meeting in Guilford or Branford to sufficiently involve and inform the public in the NEC Future planning process. We ask that the FRA provide additional and sufficient information and maps to justify the selection of the Guilford to Branford expansion as part of the Record of Decision. We ask that the FRA explain how this plan incorporates "all possible planning to minimize harm." Or, we ask that the FRA undertake the necessary studies to comply with provisions of Section 4(f), and NEPA, prior to including this project in a Tier 1 Record of Decision.

It is not our intention to oppose, or delay, necessary and sufficiently-justified improvements to the Northeast Corridor. We look forward to engaging constructively the FRA and the Connecticut Department of Transportation on the need for expanded capacity along the existing rail corridor. Unfortunately, the NEC Future planning process has failed to satisfy its obligations under federal preservation and environmental law, and for this reason we must firmly, but respectfully, urge the FRA to remove from its Tier 1 Record of Decision the proposed addition of track between Guilford and Branford Stations. Instead, the agency should conduct more detailed reviews to develop feasible and prudent alternatives that would avoid harm to adjacent open spaces.

Very Truly Yours,

David C. Grigsby, Esq.
President
Guilford Land Conservation Trust

NEC FEIS Comments - RECORD #949 DETAIL

Status : [redacted]
Record Date : 3/31/2017
First Name : Jaime
Last Name : VanDyke
Stakeholder Comments/Issues :

To Whom It May Concern:

The "Preferred Alternative" you are presenting does not show any renderings for connecting across the Long Island Sound. The Draft EIS indicated that you could still make plans to connect rail in the middle of Long Island to New England, by spanning the Long Island Sound.
Please advise if you are abandoning this possibility.

Thank you for your time.

Regards,

Jaime Van Dyke. M.P.A.
Town of Oyster Bay, Department of Environmental Resources
54 Audrey Avenue
Oyster Bay, NY 11771
(516) 677-5853
P Please consider the environment before printing this email.

From: NEC FUTURE [mailto:info@NECFUTURE.com]
Sent: Wednesday, March 22, 2017 4:04 PM
To: Jaime VanDyke
Subject: NEC FUTURE Update

[NEC FUTURE Project Logo - A Rail Investment Plan for the Northeast Corridor]

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Thank you for your interest in NEC FUTURE.

NEC FUTURE Team

[http://www.necfuture.com/images/eblast/footer.gif]

[FRA Logo]

Learn more at www.necfuture.com<http://www.necfuture.com/>

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NEC FEIS Comments - RECORD #950 DETAIL

Status : [redacted]
Record Date : 4/4/2017
First Name : Peter
Last Name : Raymond
Stakeholder Comments/Issues :

Please see the attached.

Pete Raymond
President
Branford Land Trust
http://branfordlandtrust.org/

Attachments : railroad letter.pdf (55 kb)

Branford
Land
Trust

April 3, 2017

NEC Future
US DOT Federal Railroad Admin
One Bowling Green Suite 429
NY, NY 10004
info@necfuture.com

The Branford Land Trust is a non-profit organization, founded in 1967 with the mission of protecting, managing and preserving open space. Working together with the Town, the State and other partners, the Trust has helped protect over 1800 acres of open space in Branford. On occasion this is challenging due to multiple demands on land. When these challenges occur the Land Trust attempts to move forward in the most sustainable way that upholds our mission. The Trust realizes the need to support alternative transportation such as rail. The Amtrak line between Branford and Guilford currently borders multiple properties owned and managed by the Branford Land Trust. These lands provide walking trails and important coastal habitat. The current NEC future plan is proposing to widen the track adjacent to these properties. The plan, however, currently does not perform an environmental impact statement that allows the Land Trust to properly determine the impact on these important pieces of open space, particularly our coastal salt marshes and forests. We ask that a proper assessment is done that engages local stakeholders, including the Branford Land Trust.

Sincerely,

Peter A. Raymond
Branford Land Trust President

F-1324 Archer_Drew

HARTFORD CT 061

09 MAR 2017 PM 8 L

Return Address:

DREW ARCHER

[redacted]

OLD LYME, CT 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1324 Archer_Drew

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: DREW ARCHER

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 3/9/17

F-1325 Lukasiewski_KK

Return Address:

The Lukasiewski Family
[redacted]
Old Lyme, CT 06371

HARTFORD CT 061
13 MAR 2017 PM 7 L

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1325 Lukasiewski_KK

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Name: Keith & Katharine Lukasiewski

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: _____ Date: 3/12/17

F-1326 Smith_Karen

HARTFORD CT 061

15 MAR 2021 PM 6 L

Return Address:

Karen Smith

[redacted]

Old Lyme, CT. 06371

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1326 Smith_Karen

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I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Karen Smith

Address: [redacted]

Town, State, Zip: Old Lyme, CT 06371

Email address: N/A Date: 3/13/17

Return Address:

[redacted]

OLD LYME, CT
06371

F-1327 Tracy_EH

HARTFORD CT 061

12 MAR 2017 PM 1

Ms. Rebecca Reyes-Alicea
Program Manager
Federal Rail Administration
One Bowling Green, Ste. 429
New York, NY 10004

10004-145204

F-1327 Tracy_EH

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Name: ERNEST & HAZEL TRACY

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: _____ Date: 8MAR17

NEC FEIS Comments - RECORD #951 DETAIL

Status : [redacted]
Record Date : 4/13/2017
First Name :
Last Name :
Stakeholder Comments/Issues :

Please see letter attached and copied below

CHARLESTOWN
AGRICULTURAL PRESERVATION COMMISSION

April 13,2017

To Whom it May Concern,

At the April 12, 2017 meeting of the Charlestown Agricultural Preservation Commission. all of the members oppose the proposed Federal Railway Administration NEC "Old Saybrook to Kenyon Bypass" which would destroy several farms and open space lands, which are supposedly protected in perpetuity. Those at risk are the Amos Green Farm and Stoney Hill Farm and the Carter Preserve.

We continue to support the Town Council's resolution that was passed January 10, 2017 to oppose this plan and all other town and state efforts to nullify this plans effect on the important properties above.

Sincerely,

Noel Rowe

Chairman of the
Charlestown Agricultural Preservation Commission on behalf of Susan Barrett, Vice Chair; John Barrett, Secretary; and Mike Merner

Best regards, Noel

Noel Rowe
Shannock Organic Farm
1411 Shannock Rd.
Charlestown, RI 02813
401 364 7140 fax 401 364 6785
nrowe@primate.org
www.primate.org for PCI

CHARLESTOWN AGRICULTURAL PRESERVATION COMMISSION

April 13,2017

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Sincerely,

Noel Rowe

Chairman of the Charlestown Agricultural Preservation Commission on behalf of Susan Barrett, Vice Chair; John Barrett, Secretary; and Mike Merner

NEC FEIS Comments - RECORD #952 DETAIL

Status : [redacted]
Record Date : 4/13/2017
First Name : Francis
Last Name : Pickering
Stakeholder Comments/Issues :

Dear Sir or Madam:
Attached is the Western Connecticut Council of Government's response to the NEC Future Tier 1 Final EIS. A paper copy is in the mail. Should you have questions, please do not hesitate to contact me.

Thank you,

Francis Pickering
Executive Director, Western Connecticut Council of Governments
tel 203-965-4968 · fax 253-252-8543 · fpickering@westcog.org

web http://westcog.org · post 1 Riverside Road, Sandy Hook, CT 06482
Attachments : WestCOG Response to NEC Future Tier 1 FEIS.pdf (377 kb)

Western Connecticut
COUNCIL OF GOVERNMENTS

WESTCOG

April 12, 2017

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

RE: NEC Future Tier 1 Environmental Impact Statement

Dear Ms. Reyes-Alicea:

The Western Connecticut Council of Governments (WestCOG) thanks you and your colleagues for supporting and advancing passenger rail in the Northeast through the NEC Future program. NEC Future has provided an important starting point and framework for the development of the region's rail system, which after a period of disinvestment is in need of repair and modernization. Federal support of high-quality passenger rail on the Northeast Corridor (NEC) is critical to the future of our economy, our communities, and of our environment.

We understand that you have received conditional support from the State of Connecticut for a Record of Decision (ROD) on the NEC Future Tier 1 Final Environmental Impact Statement (EIS). WestCOG concurs with the State's position and the conditions on which Connecticut's support has been premised. In particular, we ask that the ROD:

- Acknowledge that long range improvements are aspirational and will have commensurate impacts that remain undefined at present, and may or may not be resolved.
- Eliminate any depiction or description of new segments in Connecticut that deviate from the existing NEC. These alignments have not been subjected to adequate study or public scrutiny and should not appear in the ROD. Elected officials and citizens have been clear about this throughout the EIS process. Sections that may require alternative investments or alignments to address capacity, speed, or which have other vulnerabilities should be identified without proposing specific options. Identification, analysis, and selection of such options will require local consent and should be deferred to a subsequent process.
- Revise the statement that, "In the ROD, the FRA may define the service and performance aspects of the Selected Alternative as a starting point for subsequent Tier 2 project studies. It is the FRA's intent to define these characteristics in such a way as to set standards for use in developing alternatives in Tier 2 project studies." It is unacceptable for FRA to decide service and performance characteristics unilaterally and without prior consultation and agreement with all parties and stakeholders. The ROD should clarify that Connecticut will participate directly in any Tier 2 projects in the state, and that decisions regarding performance and service will be reserved for an appropriate, subsequent process.

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- Focus on investments that enable continuation of existing services and accommodate projected ridership demand over the next 10-15 years. The ROD should call out projects that may advance in the No Action/Universal First Phase scenarios. These projects, such as replacement of aging tunnels and bridges, have broad support among NEC stakeholders, and their advancement should not be delayed. Investments in state of good repair are the necessary foundation for any longer-term high speed rail investment, and will deliver the most cost-effective outcomes.
- Strike the statement that "Construction of new parallel segments of track provides the opportunity to relocate existing trains to new tracks before beginning work on upgrades to the existing NEC. Such phasing of construction could provide capital cost efficiencies and reduce impacts." There is no analytical basis for this conclusion, since no alternatives have been studied.
- Incorporate specifics regarding NEC connecting corridors, including the Danbury Branch.

With these changes, the ROD should achieve two goals:

1. Lay out a roadmap for needed improvements that can be made in the near future; and
2. Provide a starting point for ongoing discussions, including feasibility studies, to develop a broadly supported, empirically founded, and viable plan to implement higher speed rail in Connecticut.

We at WestCOG appreciate your consideration and look forward to working with FRA to help realize the vision of a faster, more frequent, and more reliable Northeast Corridor.

Sincerely,

Francis R. Pickering
Executive Director

NEC FEIS Comments - RECORD #953 DETAIL

Status : [redacted]
Record Date : 4/17/2017
First Name : Brian
Last Name : Tang
Stakeholder Comments/Issues :

To access the Northeast Corridor from any of the communities along the Danbury Branch Line, one must transfer at South Norwalk to the New Haven Line (regional service) and then transfer again at Stamford or Bridgeport to Amtrak (intercity/express services). Adding a hub at Greens Farms but not South Norwalk would do nothing to change this.

Additionally, the densely populated urban center of South Norwalk seems like a more obvious place for a hub than suburban Westport. South Norwalk has convenient, direct connections to local bus service; Green's Farms does not. South Norwalk has existing plans in place for transit-oriented development around it's station; Green's Farms has far less development potential without completely re-orienting the community. Placing the hub in South Norwalk instead of Green's Farms would have direct economic benefit to a much greater population—including so-called "environmental justice communities." Please consider placing the hub in the urban center of South Norwalk instead of in suburban Westport.

NATIONAL RAILROAD PASSENGER CORPORATION
60 Massachusetts Avenue, NE, Washington, DC 20002

AMTRAK

STEPHEN J. GARDNER
Executive Vice President

Planning, Technology & Public Affairs

SENT VIA EMAIL

April 21, 2017

NEC Future
U.S. Department of Transportation
Federal Railroad Administration
1 Bowling Green
Suite 429
New York, NY 10004

RE: FINAL ENVIRONMENTAL IMPACT STATEMENT & RECORD OF DECISION FOR THE NORTHEAST CORRIDOR

Amtrak appreciates the opportunity to submit additional comments to the Federal Railroad Administration (FRA) on the Final Tier 1 Environmental Impact Statement (FEIS) for the Northeast Corridor (NEC). This is a follow up to comments Amtrak provided in its letter to the FRA dated January 31, 2017 (attached).

In the Record of Decision (ROD), the FRA will document the selection of an investment program, referred to as the "Selected Alternative," and outline short- and long-term improvements for the NEC. The Selected Alternative will serve as a framework to help prioritize future investment in the NEC. After further discussions with the FRA regarding the upcoming ROD, Amtrak provides the following comments.

1. The Context of NEC Future

As referenced in our previous comments, Amtrak is a for-profit corporation required by Federal law to maximize revenues in order to minimize government subsidies (49 USC 24101). In contrast, the commuter rail operations have no such mandate. Amtrak is the majority owner-operator of the NEC and yet there is no acknowledgement in the FEIS that Amtrak's fiduciary mandate is crucial to plans for the NEC.

The ROD must acknowledge Amtrak's fiduciary responsibility for profitable intercity operations as a key driver to be considered in the Selected Alternative.

2. Inclusion of a Complete Second Spine for High-Speed Rail (HSR) Operations

Amtrak is aware of the viewpoint of commuter rail agencies and state DOTs that the FRA should focus on improving the existing NEC infrastructure as currently configured. Amtrak fully supports the

need to address important infrastructure repair and replacement projects; nevertheless, this crucial work in and of itself does not represent a robust long-range plan. Furthermore, the FRA's Preferred Alternative as outlined in the FEIS is insufficient to support Amtrak in making further progress toward the federally-mandated goal of minimizing federal subsidy.

The option for the construction of a full second HSR spine the length of the NEC must be included in the ROD or the FRA will have essentially eliminated the practical opportunity for Amtrak to pursue this in the future. No private entity would be willing to partner with Amtrak on an investment for which the Federal government has not indicated its support.

3. Metropolitan Service

NEC FUTURE proposes a *Metropolitan* service concept that would form the service backbone of multi-stop, intercity service with a maximum speed of 160 mph. As described in the FEIS, the service would stop at all stations served by today's slower Amtrak *Northeast Regional* service, selected stations served today only by commuter service providers, and a number of new stations. Furthermore, in its March consultation with Amtrak planners, the FRA suggested that the *Metropolitan* service would supplant Amtrak's current *Northeast Regional* service altogether.

As stated in Amtrak's previous comments, the NEC FUTURE's *Metropolitan* concept is antithetical to Amtrak's fiduciary responsibilities as it will require large public subsidies to sustain the service and all but eliminate Amtrak's ability to finance the service on a sound commercial basis. Furthermore, it would have a negative revenue impact on Amtrak's State-Supported services that operate with *Northeast Regionals* for a portion of their routes along the NEC. Amtrak does not support the NEC FUTURE's *Metropolitan* service concept from an operational, ridership demand or financial standpoint.

Amtrak's opposition to the Metropolitan Service concept as described in the FEIS should be recognized in the ROD, and support for Amtrak's mandate to develop and operate commercially feasible intercity rail services should be acknowledged.

4. Infrastructure/Service Level Mismatch

Amtrak's analysis indicates that the FEIS Preferred Alternative provides insufficient infrastructure to support the proposed intercity rail service frequencies and travel times. The NEC FUTURE FEIS states a trip time savings goal of 30 minutes for HSR on the South End (New York to Washington). Amtrak has completed substantial analysis and agrees that a 30-minute reduction could be achieved, but only with a number of additional curve modifications between New York and Washington including several major off-NEC right-of-way improvements that currently are not included in the FEIS Preferred Alternative. Amtrak has found this to be the case for achieving North End (New York to Boston) trip time goals as well.

The ROD must acknowledge that a "true-up" between infrastructure improvements and service levels/ travel times will need to be addressed to meet trip time goals.

5. Infrastructure Design Commitments

The FRA has suggested that the ROD may specify individual project commitments - such as building (or not building) a tunnel, aerial structure or other infrastructure - in a specific location. Amtrak opposes a ROD-specified locational design approach because it will inappropriately limit Tier 2-level detailed engineering design and environmental analyses that will occur prior to any major infrastructure construction. In response to stakeholder concerns, the ROD must make clear that NEC FUTURE provides the menu of infrastructure investment options but not the ultimate solution for any given region, and that by necessity and Federal law, the subsequent Tier 2-level environmental reviews will involve extensive input from surrounding and impacted communities to develop context-sensitive designs and engineering solutions.

The ROD should not proscribe engineering solutions in any specific location. Instead, the ROD must emphasize an approach of context-sensitive design for all locations.

6. Service Goals

Amtrak concurs that the inclusion of service goals, such as reducing NEC South End (Washington to New York) travel time by 30 minutes, and North End (New York to Boston) travel time by 45 minutes, is appropriate for a Tier 1 ROD. However, Amtrak does not support including other types of service goals - such as facility design speed goals, types of equipment or train frequencies – as these can be counterproductive to travel time objectives. Specifying maximum authorized speeds (e.g., 220 mph, 186 mph or 145-160 mph) would not necessarily provide the best trip times. The specific characteristics of the high-speed trainsets (e.g., tilting vs. non-tilting) as well as curvature and other engineering or operational constraints can produce significant variations in achievement of top speeds throughout the rail network. Solutions which acknowledge these factors and produce the greatest overall network travel time benefit are superior to maximum performance at a single location. In addition, setting goals for specific train frequencies without the requisite level of infrastructure investment would hinder the attainment of the FRA's travel time goals. These issues should guide the evaluation of solutions generated in the Tier 2 analyses.

Service goals of the ROD should focus on overall NEC trip time benefits.

7. Network-based Project Development

Following the FRA's issuance of the ROD, the next phase of planning will involve a series of Tier 2-level environmental and engineering design analyses. Given the size and complexity of the infrastructure work that needs to get done over the next several decades, it is crucial that planning does

not take place in a piecemeal, project by project basis; that is, subsequent Tier 2 studies, regardless of location, must be focused on the impacts to the overall NEC network. This will minimize service disruptions as major infrastructure projects are implemented while ensuring consistency with the Tier 1 programmatic objectives.

The ROD must state clearly the need for multi-state, network-based phases for implementing the NEC FUTURE vision going forward.

8. Reserved Rights of Way for NEC FUTURE

Where potential conflicts may arise with other transportation projects proposed to utilize the NEC asset right-of-way, the planning foundation of NEC FUTURE should hold precedence and the NEC's future right-of-way and infrastructure capacity should be protected.

The ROD must confirm that the geographic boundaries of the Selected Alternative are reserved for NEC FUTURE projects.

Reflective of these changes, the NEC FUTURE FEIS and ROD will provide the framework for rebuilding the Northeast Corridor that will enable intercity, commuter and freight rail to grow, and will support Amtrak's long-term vision to develop world-class high-speed service across the Corridor.

Regards,

Stephen J. Gardner
Executive Vice President

cc: Rebecca Blatnica
David Valenstein
Amishi Castelli
Bryan Rodda
Michael Stern
Tom Moritz
Janet Campbell-Lorenc
Karen Gelman
Jeff Gerlach

NATIONAL RAILROAD PASSENGER CORPORATION
60 Massachusetts Avenue, N.E., Washington, DC 20002

SENT VIA EMAIL

January 31, 2017

STEPHEN J. GARDNER
Executive Vice President
Planning, Technology, and Public Affairs

NEC FUTURE
U.S. Department of Transportation
Federal Railroad Administration
1 Bowling Green
Suite 429
New York, NY 10004

RE: FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE NORTHEAST CORRIDOR

Amtrak is pleased to submit comments to the Federal Railroad Administration (FRA) on the Final Tier 1 Environmental Impact Statement (FEIS) for the Northeast Corridor. This document is part of NEC FUTURE, a comprehensive planning effort to define, evaluate and prioritize NEC passenger rail investments. The FRA's intent is to issue a Record of Decision (ROD) following this comment period. As per National Environmental Policy Act (NEPA) requirements, the ROD will memorialize the FRA's recommendations for a Selected Alternative and will be used to review the consistency of subsequent infrastructure investment projects on or affecting the NEC. After thorough review of the FEIS, as well as the previous Draft EIS, Amtrak provides the following comments.

1. Potential FRA Constraints on the Tier 1 Record of Decision (ROD) Are Too Prescriptive

In FEIS Volume 1, Chapter 10: Phasing and Implementation (page 10-9), FRA stated it may dictate service and performance characteristics as part of the Selected Alternative:

- FEIS Excerpt: … *"In the ROD, the FRA may define the service and performance aspects of the Selected Alternative as a starting point for subsequent Tier 2 project studies. It is the FRA's intent to define these characteristics in such a way as to set standards for use in developing alternatives in Tier 2 project studies. In addition to bringing the NEC and Hartford/Springfield Line to a state of good repair, the following are examples of the types of service and performance characteristics that the FRA may identify as part of the Selected Alternative in the ROD:*

  - *The service capacity, frequency, type, and travel-time targets along the NEC between Washington, D.C., and New York City, New York City and Boston, and New York City and Springfield,*

  - *Design speed goals of 220 mph for new segments and 160 mph for new and upgraded track on the existing NEC,*

  - *Station function and capacity features."*

In the same chapter, FRA also proposed a commitment to avoiding certain infrastructure and engineering

solutions based on stakeholder input received during the Tier I process:

- FEIS Excerpt: …*"In addition to requiring consideration of specific aspects of the Tier 1 decision in subsequent Tier 2 project studies, the FRA's ROD may identify specific commitments. These commitments would reflect stakeholder and regulatory agency input received during the Tier 1 process. Proposed commitments include the following:*

  - *Avoiding substantial crossings of National Wildlife Refuges (such as the crossing shown in Alternative 3 in the area of Patuxent Research Refuge) and minimizing impacts to National Wildlife Refuges,*

  - *Avoiding use of an aerial structure in the historic district of Old Lyme, CT."*

Amtrak's experience indicates that the above types of commitments and constraints are inappropriately prescriptive for a programmatic EIS and strongly urges that they not be part of the ROD. Rather, the ROD should lay the groundwork and provide all stakeholders enough flexibility to contribute to the upcoming Service Development Plan and the Tier 2-level engineering and environmental analyses that will need to occur prior to infrastructure construction.

Amtrak is particularly concerned that FRA's suggestion to avoid certain infrastructure or engineering approaches in New England will prohibit a solution that may be the most context-sensitive option for the region. NEC stakeholders would not be served well by this approach. Amtrak advocates for an ROD that stresses the need for consistency with the Tier 1 programmatic objectives rather than one that proscribes, prohibits, or indicates an affinity for or against specific elements and approaches.

2. The Value of Transformative High-Speed Rail Is Understated

Amtrak's analysis indicates that the FRA substantively understated the benefits and commercial viability of a transformative high-speed rail service in the Northeast Corridor due to assumptions used in estimating the NEC FUTURE ridership and fare revenue forecasts, as described below:

- *Rail Service Attributes.* The FRA assumed that a new type of rail service, dubbed "Metropolitan," would be added to the Northeast Corridor mix of *Acela Express*, *Northeast Regional* and commuter rail services. The Metropolitan service was planned to serve more stations than the *Northeast Regional* while operating at higher speeds and with fare prices 30% lower. At the same time, fares for faster express trains were envisioned to stay the same as today's *Acela Express* service. These combined assumptions resulted in "pushing" ridership and revenue to the Metropolitans, and away from the express trains, in a way Amtrak finds infeasible.

- *Price Sensitivity.* The FRA assumed that travelers in the U.S., as compared to travelers in Europe with experience using high-speed rail, are significantly more price-sensitive when choosing between rail services (express vs. non-express) and care less about travel amenities – such as comfort, space and convenience – when choosing between intercity travel modes (auto, air, bus, or rail). Amtrak's

experience operating the NEC, as well as its detailed analysis conducted for the 2012 report, *The Amtrak Vision for the Northeast Corridor*, indicate otherwise.

- *Travel Time.* The FRA assumed that non-business travelers in the U.S. care less about saving time by choosing a faster rail trip than their European counterparts. Amtrak's analysis and research indicate otherwise.

Amtrak's analysis suggests that FRA was too cautious in its evaluation of the impacts NEC enhancements could have on other travel modes. The evaluation did not adequately consider the benefits of reducing congestion for highway users or air travelers, benefits which other research studies have demonstrated are significant. By not including a comprehensive analysis of high-speed rail within the context of the region's multimodal network, Amtrak's analysis indicates that FRA presented only a partial view of its potential.

3. The Metropolitan Service Concept Lacks an Adequate Business Case

Amtrak is under a Federal mandate to maximize revenues to minimize government subsidies (49 USC 24101). This mandate, along with other concerns outlined above, leads Amtrak to doubt the financial and operational viability of FRA's proposed Metropolitan service. As summed up in Amtrak's comments on the Draft EIS:

"A scenario that encourages passengers to switch from higher-priced, premium service to a slower but significantly cheaper service is likely detrimental to the financial feasibility of NEC investments. This scenario would, in Amtrak's estimation, introduce large public subsidy requirements to sustain the Metropolitan service and all but eliminate Amtrak's ability to finance the service on a sound commercial basis."

The Metropolitan service, as described by the FRA, is neither an intercity service nor a commuter service. With no clear market potential and no known sponsor, the likelihood that this service would ever come to fruition is very low.

4. The FEIS Provides Insufficient Infrastructure for FRA's Service Goals

Amtrak's analysis indicates that insufficient infrastructure has been identified to support the service frequencies and travel times proposed in the FEIS. The FRA's Preferred Alternative calls for a four-fold increase in frequencies on the NEC as compared to today, and a 30-minute reduction for south-end travel time (New York-Washington) and a 45-minute reduction for the north-end travel time (Boston-New York). Amtrak's analysis indicates that many segments along the NEC would be substantially over-subscribed with the level of infrastructure improvements and train frequencies proposed, particularly those in New York and New Jersey. Furthermore, the infrastructure investment approach recommended by the FRA cannot meet its travel time objectives without the completion of several curve modifications and additional infrastructure improvements.

The volume of trains already operating on the NEC results in very constrained track outage availability to maintain the infrastructure. The train frequencies proposed in the FEIS, coupled with an inadequate level

of infrastructure enhancements to support those additional frequencies, will only make it more difficult for Amtrak and the other operators to provide the regular, ongoing maintenance necessary to maintain a reliable service.

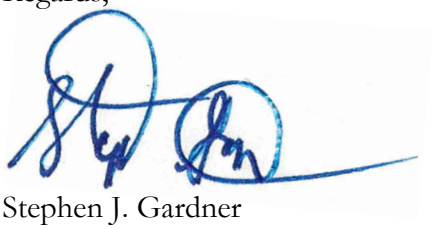
5. **The FEIS Provides Insufficient Infrastructure to Operate and Maintain the NEC Under Construction**

Amtrak's preference for an alternative that would have constructed a separate alignment would have permitted the shifting of trains onto the new alignment to free up the existing NEC for reconstruction. Without independent facilities, the owners and operators of the NEC will be extremely hard-pressed to maintain even minimally sufficient levels of service while providing track outages for reconstruction.

NEC FUTURE is a landmark achievement and key affirmation of Amtrak's long-held view that rebuilding and expanding the Northeast Corridor is essential for the growth and prosperity of the entire region. The FRA's recommendation supports advancing all of Amtrak's current major projects in the Corridor, including the Gateway Program, the expansion of Washington Union Station and others, aimed at these twin goals.

The hard work of prioritizing, phasing and funding these improvements comes next and Amtrak will continue to seek opportunities to improve Northeast Corridor operations and develop world-class high-speed service across the Corridor. The NEC Commission is, and will continue to be, a key player in these efforts. Indeed, it will take all NEC stakeholders– the Federal government, states, cities, and the railroads– working and investing together to turn this vision of a renewed and modernized Northeast Corridor into reality.

Regards,



Stephen J. Gardner
Executive Vice President

cc: Rebecca Reyes-Alicea
Janet Campbell-Lorenc
Karen Gelman
Jeff Gerlach
Thomas Moritz

NEC FEIS Comments - RECORD #954 DETAIL

Status : [redacted]
Record Date : 4/25/2017
First Name : Dennis
Last Name : Goderre
Stakeholder Comments/Issues :

I am reviewing the final EIS and noted that Figure 4-11 is a duplicate of Figure 4-10. 4-10 illustrates the new segment from Old Saybrook - Kenyon section. 4-11 is titled Hartford/Springfield Line - CT and MA, nut the image is actual the Kenyon to Old Saybrook new segment, duplicated from the previous section.

[cid:image001.jpg@01D2BD02.EE8B5A60]
Dennis G. Goderre ASLA, AICP CUD, LEED-GA
Senior Project Manager

City of Hartford
Department of Development Services
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20 Black Brook Road
Aquinnah, MA 02535

Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head (Aquinnah)

Office (508)645-9265
Fax (508)645-3790

April 5, 2017

Glenn Modica
150 Benefit Street
Providence, RI, 02903-1209
glenn.modica@preservation.ri.gov
Re: Amtrak NEC Future Tier 1

Dear Glenn Modica,

The Wampanoag Tribe of Gay Head (Aquinnah) (WTGHA) Tribal Historic Preservation Office (THPO) has received notification of your project form dated. Once reviewed we will notify you of further action which may include any of the following;

- No further comments on the project
- An initial site visit will be scheduled
- Monitoring will be required at a rate of $55.00 per hour in addition to mileage at the current federal rate paid by the proponent (Third party consultants must provide proponent billing information)
- Any archeological surveying may be monitored and requires two weeks advance notice of said survey.

Should you have any questions or concerns please feel free to contact me at bettina@wampanoagtribe.net
The THPO department would like to thank you for adhering to the Section 106 regulations of the National Historic Preservation Act.

In the spirit of Preservation,

Bettina M. Washington

Bettina M. Washington
Tribal Historic Preservation Officer

NYC PLANNING
DEPARTMENT OF CITY PLANNING CITY OF NEW YORK

May 2, 2017

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

Re: NEC Future Tier 1 EIS and Preferred Alternative Comments

Dear Ms. Reyes-Alicea:

On behalf of the City of New York, thank you for briefing our team on the completed Tier 1 EIS and Preferred Alternative Analysis on March 22nd, and for the opportunity to provide additional comments as you prepare for a Record of Decision on the project.

The City of New York is pleased that the Federal Railroad Administration has completed this stage of examination for long term capacity improvements to the Northeast Corridor. While we continue to support looking at future options for transformative new alignments in the Northeast, we believe the "grow" concept embodied in the Preferred Alternative represents a solid investment strategy for the 2040 time horizon, and has the potential to improve speed, reliability and capacity along critical links in the system. Most importantly, the completion of this project advanced the Gateway Program, both in the immediate development of the Hudson Tunnel project which is now advancing its own environmental review, as well as second phase Gateway projects such as the Portal Bridge and critical expansion of Penn Station.

In addition, the Preferred Alternative identifies the need for additional tracks moving eastward from Penn Station to the Hell Gate Bridge to relieve the bottleneck within NYC boundaries. As the FRA develops the Service Delivery Plan, we urge you to consider prioritizing the advancement of planning for this critical section as well as Gateway. New York City is experiencing tremendous growth with multiple development projects proceeded adjacent to, or above, existing rail infrastructure. In 2013, thanks to the leadership of Senator Schumer, funding was secured for the *Hudson Yard Right of Way Preservation Project*, which funded construction of a tunnel box to secure future right-of-way for additional rail tunnels to Penn Station underneath Hudson Yards redevelopment. We are eager to ensure that any future right-of-way needs are identified so that future options are not precluded by development decisions. Additionally, it is important to the City that FRA/Amtrak planning for future rail does not preclude the ability to accommodate additional commuter stations to support population growth, such as LIRR's planned Sunnyside Station in Queens. Finally, studies have suggested that the completion of additional tunnels east-bound from Penn Station could significantly improve Penn station's capacity by through-running east bound trains to Sunnyside Yards or beyond. Plans for the west-of-Penn Station improvements need to be coordinated with future east-of-Penn improvements so that future options for through running are not precluded.

Given the long lead time and robust public participation that will be required to establish new rail alignments and infrastructure within the city, we encourage initiation of next phases of project development at earlier possible juncture. We look forward to working with you and regional rail partners to achieve these important improvements to our rail infrastructure.

Sincerely,

Carolyn Grossman Meagher
Director of Regional Planning
NYC Department of City Planning

CC:

Anthony Shorris, First Deputy Mayor
Alicia Glen, Deputy Mayor
Marisa Lago, NYCDCP
James Patchett, NYCEDC
Polly Trottenberg, NYCDOT

Connecticut
still revolutionary
Department of Economic and Community Development
State Historic Preservation Office

March 15, 2017

Rebecca Reyes-Alicea
United States Department of Transportation
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Subject: NEC Future Tier 1 Final Environmental Impact Statement
Connecticut

Ms. Reyes-Alicea:

The Connecticut State Historic Preservation Office (CT SHPO) has reviewed the referenced Final Environmental Impact Statement (FEIS) as it pertains to activities in Connecticut proposed by the Federal Railroad Administration (FRA). The stated purpose of the project is 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." The FEIS identifies the Preferred Alternative and its ability to meet the stated purpose and need for the project. SHPO understands that FRA will select an alternative (the Selected Alternative) in a Record of Decision; the Selected Alternative will become the starting point for subsequent Tier 2 studies that will be more project and site specific. This office appreciates the opportunity to provide comments at this early stage of planning to inform future Tier 2 considerations with the understanding that the Section 106 process outlined in the Programmatic Agreement will be followed during future environmental review processes.

The Preferred Alternative in Connecticut includes a section of expansion to four tracks, electrification of an existing corridor with upgrades, two new two-track segments, existing station improvements, and new station construction. The expansion to four tracks is proposed between Branford and Guilford. The FEIS does not include sufficient information to consider the impacts to cultural resources by the proposed expansion. This project item is given a single sentence in Section 4.7.7 describing the Preferred Alternative and is not even part of the discussion in Section 7.9 of the Affected Environment. CT SHPO requests additional information regarding this expansion and recorded historic properties that may be impacted by its construction. At a minimum, additional information shall include the extent to which the additional tracks will be confined to the existing rights-of-way.

The Preferred Alternative also includes the electrification of the Hartford/Springfield Line. As referenced in the FEIS, this rail corridor recently was evaluated as part of the New Haven-Hartford-Springfield Line High Sped Intercity Passenger Rail Project. As a result, much of this corridor has been reviewed comprehensively for cultural resources pursuant to Section 106. The FEIS, however, also references improvements that may be necessitated by the Hartford Viaduct project. This office currently is in consultation with the Federal Highway Administration regarding the Hartford Viaduct project which may require far more extensive alterations than the "in-kind replacement" described in Section 4.7.7 of the FEIS. CT SHPO objects to this characterization of this project in the FEIS.

There has been significant opposition by the historic preservation community in Connecticut regarding the two proposed new track segments. While the FEIS acknowledges refinements to the construction

techniques to accommodate these concerns, this office does not consider a tunnel as avoidance of effects to the referenced historic district and individually listed properties in this area. The impacts to significant cultural resources proposed by either of the new segments is substantial and CT SHPO does not believe they were given adequate consideration in evaluating the alternatives. Further, this office is concerned by the statement, "The FRA or another federal agency providing funding for a particular project will evaluate specific locations for new segments as part of the Tier 2 project studies, prior to making any decision regarding new segment locations" (Section 1.2.2, Footnote 1). CT SHPO requests clarification of this statement. Despite the Federal Transit Authority also being a signatory to the current Programmatic Agreement, the agreement does not identify other potential lead agencies that would be responsible for moving the project forward. Specifically, would FRA be the lead federal agency on new segment projects or would that responsibility be deferred to the funding agency?

While this office understands the stated objectives of the project and the Tier 1 documentation, it is difficult to provide meaningful comments at this time. The tiered approach is intended to consider environmental issues on a very general level while still giving substantive analysis of potential impacts. This document accomplished neither task in Connecticut. The FEIS states that, "the FRA identified a Preferred Alternative based on analysis presented in the Tier 1 Draft EIS, stakeholder and public feedback received during the public comment period, and consideration of FRA and U.S. Department of Transportation policy goals and objectives." However, it appears that the Preferred Alternative primarily was selected for its fit with FRA's policy goals and objectives with little consideration given to its impact on known cultural resources (Table 9-1 Evaluation Factors and Metrics). If the FEIS did consider stakeholder comments and cultural resources impacts, it was not clearly presented in the document. As FRA moves to the Selected Alternative, this office recommends that a more thoughtful and transparent consideration of our state's important cultural resources be included in the analysis.

CT SHPO appreciates the consideration and definition of an "Affected Environment" and used this geographic area as the basis for review. This office also appreciated that National Historic Landmarks being given special consideration, but recommends that National Register Historic Districts are also given additional consideration. The FEIS frequently describes the impacts to historic properties as counts. The FEIS should acknowledge that impacts to a historic district may extend to multiple properties and that while the singular count may be used as a rude metric at this time, the actual impacts likely will be greater. SHPO would recommend FRA consider a weighted approach to additional evaluations. In addition, while the National Register formed the basis of the known cultural resources environment, there are many previously recorded archeological sites identified within the Affected Environment. Of particular concern to this office is the Connecticut River crossing at Old Lyme and the head of the Niantic River in East Lyme and Montville; these areas contains some of the most archeologically sensitive regions in the state and should be taken into consideration as part of the alternatives selection process.

The expectation of this office is that potential impacts to known resources would be used as part of the decision making process to resolve a corridor location with additional concerns regarding previously undocumented resources being identified during the Tier 2 pursuant to the Programmatic Agreement. CT SHPO, however, identified several inconsistencies in the FEIS. In Section 7.1, the description provided for new segments north of New York fails to capture recorded historic properties in Connecticut. The New Rochelle to Green Farms section states, "FRA identified three parks and two NRHP-listed properties: the Knickerbocker Press Building and the New Rochelle Railroad Station." CT SHPO identified at least eight NRHP-listed properties within the Affected Environment in Connecticut for this proposed segment: Greenwich Avenue Historic District, Cos Cob Railroad Station, Mianus River Bridge,

Connecticut
still revolutionary
Department of Economic and Community Development
State Historic Preservation Office

Riverside Avenue Bridge, South Beach Railroad Station, South End Historic District, South Main and Washington Street Historic District, and the Saugatuck River Bridge. These historic properties appear in Appendix EE.09: Cultural Resources and are correctly marked as being part of the "Affected Environment," but their exclusion from the text is misleading and gives this office pause regarding the meaningful consideration of these resources in the selection of the Preferred Alternative. In fact, they are not even discussed in Section 9: Evaluation of the Preferred Alternative. Similar information is lacking in the description of the Old Saybrook-Kenyon section (Winthrop Mill and Whitehall Mansion). Additionally, FRA should review the total counts extracted from Appendix EE.09 and used throughout the FEIS because this office calculated different totals.

CT SHPO appreciates the opportunity to review and comment upon this important planning document pursuant to the National Environmental Policy Act. We look forward to additional information regarding the decision-making process, with particular respect to the potential impacts to historic properties in Connecticut. This office will continue to work with FRA to ensure regulatory compliance of NEC Future. For additional information, please contact Catherine Labadia, Deputy State Historic Preservation Officer and Environmental Reviewer, at (860) 256-2764 or catherine.labadia@ct.gov.

Sincerely,

Kristina Newman-Scott
Deputy State Historic Preservation Officer

cc: Amishi Castelli, FRA
Jeff Emidy, Rhode Island Historic Preservation & Heritage Commission
Daniel Mackay, Connecticut Trust for Historic Preservation
James Quinn, Mohegan Tribe
Brona Simon, Massachusetts Historical Commission
Marissa Turnbull, Mashantucket Pequot Tribal Nation

Mashpee Wampanoag Tribe
483 Great Neck Rd. South
Mashpee, MA 02649

Tribal Historic Preservation Department

March 23, 2017

Rebecca Reyes-Alicia
NEC Future Program Manager
U.S. DOT Federal Railroad Administration
One bowling green, Suite 429
New York, NY 10004-1415

RE: N.E.C. Future –Amtrak (Tier 1Final Environmental Impact Statement)

Dear Rebecca Reyes-Alicia,

The Mashpee Wampanoag Tribe's Historic Preservation Department has received Rhode Island Historical Preservation & Heritage Commission's (RIHPHC) comment letter dated February 7th, 2017 and our office shares their concerns with FRA's Amtrak Northeast Corridor (NEC) Future Project. We concur with RIHPHC's statements; we spoke of some of these concerns on conference call that followed the NEC FUTURE - Tier 1 Final EIS Webinar that took place on Wednesday, January 11, 2017. We recommended that the FRA and Amtrak contact the RIHPHC to solicit additional information.

During the webinar's comment period I expressed concerns with regard to the proximity of the proposed line to the Great Swamp in Kingston RI. I gave a brief historic account of the cultural significance to that area recounting the horrific massacre of both Wampanoag and Narragansett non-combatants during King Phillip's War. The project must conduct a full archaeological study within this area to ensure the remains of those killed on December 19th, 1675 are not disturbed yet again 340+ years later.

Our office supports all concerns and recommendations that the RIHPHC has categorically stated in their letter.
The Mashpee Wampanoag Tribe's Historic Preservation Office needs to be consulted throughout the process, not after all decisions have been made. Consultation is to be done early in the planning process with dialog to address concerns as it is defined by the National Historic Preservation Act as amended (16 U.S.C. 470-470w).

In closing, we would like to reemphasize that the Great Swamp area is considered highly sensitive. We expect a full archaeological investigation to guide the track design. Extreme caution is to be used while conducting any ground disturbing activities within that general area and our office is notified prior to any work commencing, including archaeology.

I'm available to respond to any further questions or concerns that you may have regarding this project; David.Weeden@mwtribe-nsn.gov (508) 477-0209 ext. 102.

Have a blessed day,

David W Weeden

Mashpee Wampanoag Deputy THPO

Cc: Edward F. Sanderson, RI SHPO

F-1337 Muckle_Thomas

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: THOMAS A. MUCKLE

Address: [redacted]

Town, State, Zip: OLD LYME CT 06371

Email address: [redacted] Date: 3/17/17

F-1338 Peterson_Rosemary

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: Rosemary Petersen

Address: [redacted]

Town, State, Zip: Old Lyme CT 06371

Email address: _____ Date: 3/28/2017

F-1339 Muckle_Barbara

Dear Ms. Reyes-Alicea:

I am writing to object to the Final Environmental Impact Statement (FEIS), released on Dec. 23, 2016:

1. There has been no study of the potential impacts of the proposed Old Saybrook, CT to Kenyon, RI rail bypass, which could be disastrous to our communities' natural, historic, and cultural resources. Just the threat of the bypass will continue to cause substantial harm to the towns along its route, disrupting residential, business and real estate transactions. I request that the bypass be removed from the FEIS and that the Record of Decision indicate that the rail route through Connecticut will be determined in the future based on appropriate research and state governmental and public input.
2. The FEIS refers to a tunnel in some places and an aerial structure in others. It should be stated unequivocally that, if the bypass is implemented, only a tunnel will be utilized under the Connecticut River and the Old Lyme Historic District.
3. The introduction of a tunnel as part of the FEIS is a substantial and material change from the Draft EIS released on November 13, 2015. I believe this significant change should have triggered an additional public comment period to allow me and other residents to provide input.
4. No NEC Future public hearings were held in Middlesex or New London Counties. Public hearings should be held where the people impacted by the new bypass live, before selecting or finalizing a preferred alternative.
5. The Draft EIS did not even mention that the Connecticut River is a unique and sensitive tidal river estuary ecosystem. I do not believe the FEIS sufficiently characterizes the importance of Connecticut's most important and defining natural feature.

I support the upgrading of the existing rail, as well as efforts to improve rail in the Northeast Corridor. However, the bypass is not ready to be selected as the preferred alternative and it should be removed from the FEIS.

Name: BARBARA MUCKLE

Address: [redacted]

Town, State, Zip: OLD LYME, CT 06371

Email address: [redacted] Date: 3/17/17

NEC FEIS Comments - RECORD #957 DETAIL

Status : [redacted]
Record Date : 5/11/2017
First Name : Linda
Last Name : Meyer
Stakeholder Comments/Issues :

Dear Sir or Madam:

I am writing to oppose the NEC Future plan to quad-track the segment of rail corridor between Branford and Guilford, Connecticut. With such obvious impacts to historic and environmental resources in the region, the public cannot be expected to simply give state and federal agencies a blank check.

Although I do support investments in the Northeast Corridor, these investments must be adequately explained, and clearly supported by a transparent process of decision-making. That has not been the case with the Branford to Guilford expansion.

NEC Future is a once-in-a-generation blueprint for rail travel and investment along the Northeast Corridor. I hope the Federal Railroad Administration will not squander this opportunity, and the general support of the public for rail travel, by pushing through public opposition, with an obviously flawed process, to include the Branford to Guilford expansion in the forthcoming Record of Decision.

Sincerely,

Linda Meyer

NEC FEIS Comments - RECORD #958 DETAIL

Status : [redacted]
Record Date : 5/12/2017
First Name : Jon
Last Name : Wilson
Stakeholder Comments/Issues :

Dear Patrick Warren,

I started a petition to you titled, SAVE OUR SHORELINE
(http://petitions.moveon.org/sign/save-our-shoreline).

So far, the petition has 329 total signers.

You can post a response for us to pass along to all petition signers by clicking here:
http://petitions.moveon.org/target_talkback.html?tt=tt-121839-custom-80029-20270511-HZmluW

The petition states:

"BULLDOZING WETLANDS, HISTORICAL SITES, HOMES, AND COMMUNITIES IS UNCONSCIONABLE"

To download a PDF file of all of your constituents who have signed the petition, including their addresses, click this link: http://petitions.moveon.org/deliver_pdf.html?job_id=2054040&target_type=custom&target_id=80029

To download a CSV file of all of your constituents who have signed the petition, including their addresses, click this link:
http://petitions.moveon.org/deliver_pdf.html?job_id=2054040&target_type=custom&target_id=80029&csv=1

Thank you.

--Jon Wilson

If you have any other questions, please email [redacted]

The links to download the petition as a PDF and to respond to all of
your constituents will remain available for the next 14 days.

This email was sent through MoveOn's petition website, a free service that allows anyone to set up their own online petition and share it with friends. MoveOn does not endorse the contents of petitions posted on our public petition website.

If you don't want to receive further emails updating you on how many
people have signed this petition, click here:

http://petitions.moveon.org/delivery_unsub.html?e=MDGSJkDqFdWI5uPP81xg_2luZm9AbmVjZnV0dXJlLmNvbQ--&petition_id=121839

NEC FEIS Comments - RECORD #959 DETAIL

Status : [redacted]
Record Date : 5/12/2017
First Name : Jon
Last Name : Wilson
Stakeholder Comments/Issues :

THE CONNECTICUT SHORELINE – THE THIRD RAIL OF CT POLITICS

People from all over Connecticut love their shoreline and are signing the petition to remove the Branford to Guilford quad track expansion from the Federal Railroad Final Environmental Statement (FEIS).

An analysis of the first 300+ signers of the petition show that 36% of those asking to have the Branford to Guilford quad track expansion removed from the FRA plans are not from the affected area. Inland people love the shoreline as much as those of us who live closer to the water.

Politicians take notice, protecting our shoreline is a statewide issue. Whether preparing a 2020 run for the United States Presidency, a state office, or first selectman, failing to protect our treasured shoreline is like touching the third rail.

If you haven't already signed the petition, please do so.

http://petitions.moveon.org/sign/save-our-shoreline?source=c.em&r_by=183643600

All the best,

Jon

Petition statement to be delivered to **Patrick Warren, Acting Administrator, Jamie Cosgrove, Branford First Selectman, Rep. Rosa DeLauro (CT-3), and Sen. Christopher Murphy (CT-2)**

SAVE OUR SHORELINE

Petition by Jon Wilson (/contact_creator.html?petition_id=121839)

Name*

Email*

United States

Address

Address (cont.)

City

State*

ZIP Code*

Comment

SIGN THE PETITION

Note: By signing, you agree to receive email messages from MoveOn.org Civic Action and MoveOn.org Political Action. You may unsubscribe at any time. [Privacy policy (http://petitions.moveon.org/privacy.html)]

PETITION STATEMENT

BULLDOZING WETLANDS, HISTORICAL SITES, HOMES, AND COMMUNITIES IS UNCONSCIONABLE

There are currently 350 signatures. NEW goal - We need 400 signatures!

PETITION BACKGROUND

Turning a blind eye to the planned Federal destruction of wetlands, historic sites, homes, and communities in spite of the fact that there have been no environmental impact studies or public input is not acceptable.

The case in point is the Branford to Guilford Quad track expansion proposed by the Federal Railroad Administration. The FRA's Final Environmental Impact Statement (FEIS) has no environmental studies specific to the new track planned between Branford and Guilford. Equally outrageous is the fact that the FRA failed to inform the "at risk" communities of their intentions.

In addition, there is no benefit to the people of New Haven, Branford, or Guilford (or anyone else in Connecticut for that matter). In the entire thousand plus page report, only twenty-nine words were devoted to this 150 to 300 foot

wide eight mile long easement. None of those words referenced an environmental study specific to the new track proposed. Furthermore, the exact location of the new track was not provided. This is just another example of a government “Bridge to Nowhere.”

This portion needs to be removed from the FRA’s plans.

Note: MoveOn Civic Ac ion does not necessarily endorse he contents of peti ions posted on his site. MoveOn Petitions is an open tool that anyone can use to post a petition advocating any point of view, so long as the petition does not violate our terms of service (http://pe itions.moveon.org/terms.html).

START A PETITION (HTTP://PETITIONS.MOVEON.ORG/PETITIONS/CREATE.HTML?SOURCE=BNAV)

MANAGE PETITIONS (HTTP://PETITIONS.MOVEON.ORG/DASHBOARD.HTML)

ABOUT (HTTP://PETITIONS.MOVEON.ORG/ABOUT.HTML)

ORGANIZATIONS (HTTP://PETITIONS.MOVEON.ORG/ORGANIZATIONS.HTML)

VICTORIES (HTTP://FRONT.MOVEON.ORG/CATEGORY/VICTORIES/)

DONATE (HTTPS://CIVIC.MOVEON.ORG/DONATEC4/CREDITCARD.HTML?CPN_ID=511)

PRESS (HTTP://POL.MOVEON.ORG/FEEDBACK/PRESS/)

CONTACT (HTTP://PETITIONS.MOVEON.ORG/FEEDBACK.HTML)

BLOG (HTTP://FRONT.MOVEON.ORG/BLOG/)

SIGN UP (HTTP://PETITIONS.MOVEON.ORG/LOGIN/REGISTER.HTML)

PRIVACY POLICY (HTTP://PETITIONS.MOVEON.ORG/PRIVACY.HTML)

TERMS OF USE (HTTP://PETITIONS.MOVEON.ORG/TERMS.HTML)

CAREERS (HTTP://FRONT.MOVEON.ORG/CAREERS)

A joint website of MoveOn.org Civic Ac ion and MoveOn.org Poli ical Action.

MoveOn.org Civic Ac ion (http://civic.moveon.org/) is a 501(c)(4) organiza ion which primarily focuses on nonpar isan education and advocacy on important na ional issues. MoveOn.org Political Action is a federal political committee which primarily helps members elect candidates who reflect our values through a variety of activities aimed at influencing the outcome of the next election. MoveOn.org Political Ac ion and MoveOn.org Civic Action are separate organizations.

FOLLOW US ON FACEBOOK (HTTP://WWW.FACEBOOK.COM/MOVEON)

FOLLOW US ON TWITTER (HTTP://WWW.TWITTER.COM/MOVEON)

NEWSLETTER SIGNUP (HTTP://CIVIC.MOVEON.ORG/KEEPMEPOSTED/)

Dear Patrick Warren, Acting Administrator,

We are pleased to present you with this petition affirming this statement:

"BULLDOZING WETLANDS, HISTORICAL SITES, HOMES, AND COMMUNITIES IS UNCONSCIONABLE"

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,
Jon Wilson

We need an independent environmental study before this over forward. Thank you.

Mary Cybulski
Branford, CT 06405
May 11, 2017

Joanna Heller
Cos cob, CT 06807
May 11, 2017

Gail Buxton
Guilford, CT 06437-2529
May 11, 2017

Elizabeth Cummiskey
Guilford, CT 06437
May 11, 2017

The stretch between Branford and Guilford contains a fragile ecosystem that has already been severely compromised by Hurricane Sandy. Environmental impact studies and public input are entirely necessary.

Carol McGrath
Guilford, CT 06437
May 11, 2017

Susan Stoddard
Guilford, CT 06437
May 11, 2017

Robyn Calisti Hullihan
GUILFORD, CT 06437
May 11, 2017

tim Chaucer
Milford, CT 06460
May 11, 2017

Martha McGrath Seiver
Guilford, CT 06437
May 11, 2017

We need environmental impact studies before proceeding with railway expansion. Communities within the proposed site of construction should be notified before work is planned.

barbara stuart
gulford, CT 06437
May 11, 2017

Alicia Bacon
Guilford, CT 06437
May 11, 2017

Lisa Rogers
Guilford, CT 06437
May 11, 2017

Susan Leonard
Guilford, CT 06437
May 11, 2017

Margaret Renzi
guilford, CT 06437
May 11, 2017

Eva besmer
Guilford, CT 06437
May 11, 2017

Winifred Seibert
Guilford, CT 06437-2617
May 11, 2017

Karin Warlitz
Old Lyme, CT 06371
May 11, 2017

Alexa Miller
Guilford, CT 06437
May 11, 2017

Veronica Soell
Guilford, CT 06437
May 11, 2017

Tristan Vroom
Guilford, CT 06437
May 11, 2017

Rosalie Bernardi
Guilford, CT 06437
May 11, 2017

Cornelia Bewersdorf
Guilford, CT 06437
May 10, 2017

The ACELA was "supposed" to be the "best" yet how come they use the other type of rail? It's ugly enough along our now marred shoreline. Environmental impact is important.

Maureen j khan jr
Quaker hill, CT 06375
May 10, 2017

I live in New Haven, but I strongly believe there should be a thorough environmental impact study, and I strongly support the local community's right both to receive accurate information about the project and to have a chance to voice their concerns.

Ann-Marie Imbornoni
New Haven, CT 06511
May 10, 2017

Hidden plans for our neighborhoods bodes poorly for this proposed project.

Robert Bown
Guilford, CT 06437-2521
May 10, 2017

Kristine Ford
Guilford, CT 06437
May 10, 2017

Sharon Eaton
Guilford, CT 06437
May 10, 2017

Worth repeating re this "track to nowhere": The FRA’s FEIS has no environmental studies specific to the new track planned between Branford and Guilford. Equally outrageous is the fact that the FRA failed to inform the “at risk” communities of their intentions.

Lorraine Serra
Branford, CT 06405
May 10, 2017

David Perrelli
Guilford, CT 06437
May 10, 2017

Penny Colby
Guilford, CT 06437
May 10, 2017

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ruth sinton
Guilford, CT 06437
May 10, 2017

This action will ruin our wetlands and homes. Do not let this RR be expanded, PLEASE!!!

Ellen
Branford, CT 06405
May 10, 2017

Patricia Klindienst
Guilford, CT 06437
May 10, 2017

Tatjana Lorkovic

Tatjana Lorkovic
Guilford, CT 06437
May 10, 2017

Henry O Haskell
Guilford, CT 06437
May 10, 2017

Aileen Miller
Lutherville Timonium, MD 21093
May 10, 2017

Wendy Barry
Guilford, CT 06437
May 10, 2017

It is up to the officials of our country and are and beyond our borders to Preserve our history, environment and our wetlands.

carol eynon
kingston, NY 12401
May 10, 2017

Mary Cobb
Guilford, CT 06437
May 10, 2017

No increase in high speed rail. It can't get up to speed in areas because of the terrain.

Leslie Green
Clinton, CT 06413
May 10, 2017

There absolutely need to be environmental impact studies done on this in the communities should be involved because they will be directly affected. I need to know more before absolutely opposing it.

William kaplan
New Haven, CT 06511
May 10, 2017

Cynthia Fetteroll
Killingworth, CT 06419
May 10, 2017

Jeanne Kinnard
Guilford, CT 06437
May 10, 2017

Susan Anne Smith
Guilford, CT 06437
May 10, 2017

Patricia Leete
Guilford, CT 06437
May 9, 2017

The FRA's Final Environmental Impact Statement (FEIS) has no environmental studies specific to the new track planned between Branford and Guilford. Equally outrageous is the fact that the FRA failed to inform the "at risk" communities of their intentions.

Jack Knies
Guilford, CT 06437
May 9, 2017

John Smyth
Guilford, CT 06437
May 9, 2017

....talk about feeling railroaded. I frequently travel Leetes Island Rd, and it's impossible to miss how destructive to fragile wetlands such a proposal would be. May we count on you to help us protect the shoreline?

Caroline Phillips
Guilford, CT 06437
May 9, 2017

Amy James
Guilford, CT 06437
May 9, 2017

Katie Doucet
Guilford, CT 06437
May 9, 2017

Jennifer Labbadia-Colon
Guilford, CT 06437
May 9, 2017

Kathleen Powers
Essex, CT 06426
May 9, 2017

To propose a project such as this without knowledge of its impact on community and environment is irresponsible .

Dan kazienko
Hamden, CT 06517
May 9, 2017

Betty Mannes
Fort Myers, FL 33966
May 9, 2017

Judith Read
Old Lyme, CT 06371
May 9, 2017

Alan Kravitz
Clinton, CT 06413
May 9, 2017

Julie
Branford, CT 06405
May 9, 2017

Janet Kazienko
Hamden, CT 06517
May 9, 2017

Rachel Anderika
Guilford, CT 06437
May 9, 2017

Shianne Cutler
Meriden, CT 06451
May 9, 2017

Richard Flanders
Madison, CT 06443
May 9, 2017

Candice van Emmenes
Guilford, CT 06437
May 9, 2017

I am an abutter and am very concerned at the lack of transparency, landowner outreach, and available detailed plans for the proposed Guilford, CT corridor expansion.

Spencer Meyer
Guilford, CT 06437
May 9, 2017

Gary Montesi
Guilford, CT 06437
May 9, 2017

Anne Tarpey Flanders
Madison, CT 06443
May 9, 2017

This WILL destroy small towns on the (very fragile)shoreline of Connecticut.

Kenneth Kacenski
Stony creek, CT 06405
May 9, 2017

Don't destroy our towns, rebuild what you already have

John McCormack
Moodus, CT 06469
May 8, 2017

There is currently a cut blasted wide enough for two tracks beside Pleasant Point Road in Branford. I would expect it to be very expensive to blast all that area to widen it for 4 tracks. Please do not do this!

Priscilla Purse
Guilford, CT 06437
May 8, 2017

Monique Simonds
United States 07437
May 8, 2017

Marie Bassett
Branford, CT 06405

May 8, 2017

Dennis Sandacata
Guilford, CT 06437
May 8, 2017

Carol Rizzolo
Guilford, CT 06437
May 8, 2017

This is NOT a plan!!! It's too big of an impact on these shoreline communities.

Jayne Miller
Guilford, CT 06437
May 8, 2017

Melissa
Trumbull, CT 06611
May 8, 2017

Mike
New Haven, CT 06504
May 8, 2017

Anthony Francis
Lyme, CT 06371
May 8, 2017

Laurel Griso
Guilford, CT 06437
May 8, 2017

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kimberly bouchard-shapiro
MERIDEN, CT 06450
May 8, 2017

E.D. Crum
Stamford, CT 06902
May 8, 2017

Peter Kazienko
Guilford, CT 06437
May 8, 2017

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pete sabine
St Petersburg, FL 33713
May 8, 2017

Jay Medlyn
Branford, CT 06405
May 8, 2017

I have family living in Guilford and am from CT originally myself. This is simply unacceptable!

Jillian Kazienko
Lyons, CO 80540
May 8, 2017

Timothy Kazienko
Lyons, CO 80540
May 8, 2017

Elena Kazienko
Guilford, CT 06437
May 8, 2017

Mary beth mordecai
Moodus, CT 06469
May 8, 2017

It is incomprehensibly negligent on the part of the FRA to expand the existing tracks, to even consider such an expansion. The tracks would destroy sensitive wetland areas and land historically significant to our area. We protest strongly against such an idea which would not benefit any of the communities deeply affected by this.

Rena Powell
Guilford, Ct USA, CT 06437
May 8, 2017

William Ferris
Branford, CT 06405
May 8, 2017

Leslie Powell
Guilford, CT 06437-2355
May 8, 2017

richard bernstein
Cos Cob, CT 06807
May 8, 2017

Donna Bernstein
Cis Cob, CT 06807
May 8, 2017

Doreen Mangels
Old lyme, CT 06371

May 8, 2017

Chris Killheffer
New Haven, CT 06511
May 8, 2017

Please and thank you.

Debra Bento
Westbrook, CT 06498
May 8, 2017

Dorothy Goldberg
East Haven, CT 06512-4925
May 8, 2017

Ira J Stein
Fairfield, CT 06824
May 8, 2017

Lori Martindale
Clinton, CT 06413
May 8, 2017

Garrett Sullivan
East Haven, CT 06512
May 8, 2017

Susan Glantz
Madison, CT 06443
May 8, 2017

Amy State
Branford, CT 06405
May 8, 2017

Skye Cornell
Milford, CT 06460
May 8, 2017

Chris grammatica
Bantam, CT 06750
May 7, 2017

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we have one EARTH. there is no plan B. every human "correction " , oversight, greed or ignorance is irreversible.

olga ilatovsky
guilford, CT 06437

May 7, 2017

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agree we need transparent governance, and environmental protection- in our backyard!

owen charles
Madison, CT 06443
May 7, 2017

Lisa Hess Hesselgrave
Branford, CT 06405
May 7, 2017

Pasquale Luciano
New Haven, CT 06511
May 7, 2017

Kevin Gough
Bloomfield, CT 06002
May 7, 2017

Environmental studies are critical to ascertain impact to the region.

Nancy S. Walsh
old saybrook, CT 06475
May 7, 2017

Michael Thomas
Middletown, CT 06457
May 7, 2017

Kathe joy
Guilford, CT 06405
May 7, 2017

Lillian
Branford, CT 06405
May 7, 2017

Laura Copland
Ivoryton, CT 06442
May 7, 2017

If you propose to do surgery on our land, you must consider risk and benefit. This project does not meet any reasonable standard.

steven wolfson
guilford, CT 06437
May 7, 2017

Cyndie Hasty
Guilford, CT 06437
May 7, 2017

Courtney Cucinotta
North Branford, CT 06471
May 7, 2017

We should certainly have hearing so coats and benefits and alternatives can be explored with the communities.

Jon Leckerling
Madison, CT 06443
May 7, 2017

the northern route through Springfield makes sense--this doesn't even work with the topography--The pencils in DC should take a field trip.

jennifer walker
stony creek, CT 06405
May 7, 2017

Cathy Burgard
East Haven, CT 06512
May 7, 2017

Baird Welch-Collins
Waterford, CT 06385
May 7, 2017

DEBRA BARCZAK
NEWTOWN, CT 06470
May 7, 2017

Elsa Stone
Guilford, CT 06437
May 7, 2017

As much as I would like to expand public transportation, this is not the way to do it! Do not destroy our wetlands and natural coastline beauty. This will impact us negatively, economically, besides.

Blythe Smith
Guilford, CT 06437
May 7, 2017

This would destroy some of the most significant historical sites and important wetlands in the US. I commute on this track daily and additional track is unnecessary.

Michael Bracken
Guilford, CT 06437
May 7, 2017

Marion Williams
madison, CT 06443
May 7, 2017

Sarah T. Barber
Guilford, CT 06437
May 7, 2017

Jane sarja
North Branford, CT 06471
May 7, 2017

carol boynton
Madison, CT 06443
May 7, 2017

Alisha Saxby
Bristol, CT 06010
May 7, 2017

Nancy Bohan
Branford, CT 06405
May 7, 2017

Nancy Leckerling
Madison, CT 06443
May 7, 2017

Joan Means
New Haven, CT 06511
May 7, 2017

It's the only shoreline we get. Protect it and all that lives or dwells there.

Kris
East Hartford, CT 06118
May 7, 2017

Maryann Bracken
Guilford, CT 06437
May 7, 2017

Don't ruin Branford and the Stony Creek area

Maureen O'Connor
Branford, CT 06405
May 7, 2017

William Cash
[redacted], Madison, CT 06443-8203
May 7, 2017

Virginia Mitchell
Marlborough, CT 06447
May 7, 2017

Barbara Orlando
Newtown, CT 06470
May 7, 2017

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lynne charles
Madison, CT 06443
May 7, 2017

Sally Russell
Stamford, CT 06902
May 7, 2017

Alyssa Siegel-Miles
Ledyard, CT 06339
May 7, 2017

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jane nadel
Essex, CT 06426-0572
May 7, 2017

Jan (Yann) van Heurck
Madison, CT 06443
May 7, 2017

Hank Morgan
Darien, CT 06820
May 7, 2017

Philip Dooley
Tolland, CT 06084
May 7, 2017

Brigitte H. Schulz
Hartford, CT 06114

May 7, 2017

Robert Ruick
Windsor, CT 06095
May 7, 2017

Sally Koslik
Guilford, CT 06437
May 7, 2017

Je adamus
Guilford, CT 06437
May 7, 2017

Please consider the next seven generations in all decisions - our environment needs to be kept healthy and well. Do not destroy the essential wetlands habitat.

Melinda Alcosser
Guilford, CT 06437
May 7, 2017

Valerie Finney
GUI, CT 06437
May 7, 2017

Borys Krupa
Unionville, CT 06085
May 7, 2017

Elssa Green
Guilford, CT 06437
May 7, 2017

Shannon clarkson
Guilford, CT 06437
May 7, 2017

David Richman
New London, CT 06320
May 7, 2017

We need to prioritize protecting and cleaning the environment over industry, especially industry that has doubted positive effects, if any.

Alice
Milford, CT 06460
May 7, 2017

jane novick
Branford, CT 06405
May 7, 2017

I agree. CT coastal water has been in serious decline the past 25 years after the near complete adoption of leaf blowers which remove the very beneficial layer of topsoil, decomposed leaves and nutrients which are then washed into the streets as more and more of CT homeowners look the other way while the lawn crews put all the yard waste in our streets. It only takes a modest rain to wash all these materials plus the chemicals sprayed on the lawns into the storm drains which feed our streams, ponds and coastal waterways. Coastal water quality is deteriorating year by year. This petition is on the money that now the federal government is behaving like a dictator instead of towns and communities being alerted to these changes and having a say in what happens to their wetlands, antique houses and communities. Everyone should be concerned. If not, then the next community to ecperience this "grab and destroy" mentality will be yours. Please stand up for this state. It belongs to all of us. We must be stewards for the future. Marjorie R Smith

Marjorie Smith
Greenwich, CT 06830
May 7, 2017

Ted Boynton
Westbrook, CT 06498
May 7, 2017

Bryan Steinke
Branford, CT 06405
May 7, 2017

I care about this subject I am from MASS.

Debra Ponte
siasconset, MA 02564
May 7, 2017

William L. Cranford, Jr.
Bristol, CT 06010
May 7, 2017

Sharon Dietrich
South Kent, CT 06785
May 6, 2017

Leave our beaches, shores and wild beauty alone!

Susan Delaney
Stamford, CT 06907
May 6, 2017

JOHN FLANAGAN

SOUTHINGTON, CO 06489-3919
May 6, 2017

The rail line should be much farther inland and not damage historical towns and wetlands. Anything else would be a mistake, and potentially affected by climate change in the not-too-distant future.

Sandra Myers
West Hartford, CT 06117
May 6, 2017

Salvatore LaMesa
Old Lyme, CT 06371
May 6, 2017

Robert Ocegueda
Easton, CT 06612
May 6, 2017

Aleena Glinski
New Haven, CT 06511
May 6, 2017

As a homeowner in Southeastern CT I strongly oppose having a new track cut through towns in CT. It would destroy some historic towns & adversely impact the fragile ecosystem of the coast.

Deborah Moshier-Dunn
waterford, CT 06385
May 6, 2017

Rick Albee
Guilford, CT 06437
May 6, 2017

Linda Anderson
Guilford, CT 06437
May 6, 2017

Nikki Colodny MD
CT, United States 07437
May 6, 2017

Nina Salamon
Branford, CT 06405
May 6, 2017

Mr Noah Baerman
Middletown, CT 06457
May 6, 2017

I want to keep the shoreline, where I grew up, wetlands and historical sites for us and future generations.

Kathy pederson
Naugatuck, CT 06770
May 6, 2017

We should know better than to do these things without doing the "homework" required to assess the impact on our environment! This is especially true for our shorelines and wetlands where the potential damage can be even greater.

Hattie Fairbanks
Norwich, CT 06360-2707
May 6, 2017

James R. Welter II
North Branford, CT 06471
May 6, 2017

Charles Knapp
West Hartford, CT 06107
May 6, 2017

Rachel Ziesk
New Haven, CT 06511
May 6, 2017

Sandra K Wiens
Guilford, CT 06437
May 6, 2017

Edie brown
Guilford, CT 06437
May 6, 2017

joyce rourke
madison, CT 06443
May 6, 2017

Annita Sawyer
North Branford, CT 06471
May 6, 2017

jEAN fOGARTY
iVORYTON, CT 06442
May 6, 2017

Janice Walsh
Southington, CT 06489

May 6, 2017

Larry A Beaird
WOODSTOCK, CT 06281
May 6, 2017

Steve Cleary
Waterford, CT 06385
May 6, 2017

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jim
berlin, CT 06037
May 6, 2017

Peter Auster
Chester, CT 06412
May 6, 2017

Everett M, Barber, Jr.
Guilford, CT 06437
May 6, 2017

Judy stengel
Branford, CT 06405
May 6, 2017

Not a good idea to approve this plan without a serious environmental (and social) impact statement by qualified third party.

William Bentley
North Granby, CT 06060
May 6, 2017

Tom Finnegan
Guilford, CT 06437
May 6, 2017

I grew up on the Connecticut shoreline. It is a nature wonderland!

Judith Gleba-Kressmann
Clinton, CT 06413
May 6, 2017

Mei Stone
Cos Cob, CT 06807
May 6, 2017

Earle L. Bailey
Shelton, CT 06484-4629

May 6, 2017

Adam Tripp
Hartford, CT 06106
May 6, 2017

Laurie W. McGrath
Clinton, CT 06413
May 6, 2017

Tamar Wells
Guilford, CT 06437
May 6, 2017

Marney farmer
Danbury, CT 06810
May 6, 2017

Janet smith
Pomfret Center, CT 06259
May 6, 2017

Polly Scarvalone
Killingworth, CT 06419
May 6, 2017

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j m
l, CT 06759
May 6, 2017

Gloria Jasieniecki
West Hartford, CT 06117
May 6, 2017

Jon brody
Stratford, CT 06615
May 6, 2017

Leslie Perry
GREENWICH, CT 06830
May 6, 2017

William Bertola
New Britain, CT 06052
May 6, 2017

RICHARD CABLE
Burlington, CT 06013
May 6, 2017

Steven Presley
Chaplin, CT 06235
May 6, 2017

We need to preserve our open spaces, especially wetlands. Connecticut is already overbuilt!

RC deWinter
Fairfield, CT 06824
May 6, 2017

Why do so many enteties want to destroy Rt. 146 and surrounds, it's a beautiful stretch. Leave it alone!

Maria Dushkin
Guilford, CT 06437
May 6, 2017

Jonathan L. Page
Guilford, CT 06437
May 6, 2017

William H. Leete, Sr.
Guilford, CT 06437
May 6, 2017

Sandra flatow
Guilfoed, CT 06437
May 6, 2017

Horrified!!!

Maura OConnor
Greenwich, CT 06830
May 6, 2017

The railroad is a great way to move people and products but it doesn't need any expansion!

Craig Reynolds
Guilford, CT 06437
May 6, 2017

Anne Young
Old Greenwich, CT 06870
May 6, 2017

This is a terrible location and would negatively impact our community. Please stop this proposal.

Laurie Desmet
Guilford, CT 06437

May 6, 2017

I vote against destroying the wetlands.

Jason W Stanko
Branford, CT 06405
May 5, 2017

Martha Stephens
Old SAybrook, United States 06475-2601
May 5, 2017

Larry Bodkin
Stony Creek, CT 06405
May 5, 2017

History is important!!!!!!!!!!!!!! And, all the wildlife that depends on it.

Greg Wolf
Brewster, NY 10509-5742
May 5, 2017

Amy Mccauley
Guilford, CT 06437
May 5, 2017

May Bloomer Hoyt
Guilford, CT 06437-3704
May 5, 2017

Frank Ferro
Guilford, CT 06437
May 5, 2017

Keep fighting on this.

Gwen Gilchrist
Norwalk, CT 06850
May 5, 2017

Kathi Lowe
Brandon, FL 33511
May 5, 2017

Please don't do this to our wonderful community.

Daphne Neris
Stony Creek, CT 06405
May 5, 2017

Katherine
Guilford, CT 06437
May 5, 2017

JENNIFER STARKEY
GUILFORD, CT 06437
May 5, 2017

Doug Turbert
Guilford, CT 06437
May 5, 2017

Jerry C Shaw
Branford, CT 06405
May 5, 2017

Emily Leete
Branford, CT 06437
May 5, 2017

Christine Dokko
Guilford, CT 06437
May 5, 2017

Lawrence Leete, III
Guilford, CT 06437
May 5, 2017

Alison Kiefer
Lakeville, CT 06039
May 5, 2017

Donna Dagenais
Branford, CT 06405
May 5, 2017

daniel dibiaso
guilford, CT 06437
May 5, 2017

Denise Manzione
Clinton, CT 06413
May 5, 2017

Diane Chodkowski
guilford, CT 06437
May 5, 2017

Martin McPike
Southington, CT 06489-2659
May 5, 2017

Rodney Hunter
Lakeside, CT 06758
May 5, 2017

David Blane
Manhattan, NY 10016
May 5, 2017

Judith stelboum
Old Saybrook, CT 06475
May 5, 2017

An impact study is missing, and one is needed prior to supporting the use of eminent domain to potentially and irreversibly impacting the proposed route. The fact that the route has not bern shared publicly is unacceptable.

Catherine Adams
Guilford, CT 06437
May 5, 2017

Virginia Henry
Branford, CT 06405
May 5, 2017

Margaret Homans
New Haven, CT 06513
May 5, 2017

Lori Lowe
guilford, CT 06437
May 5, 2017

JoAnne Bauer
Hartford, CT 06105
May 5, 2017

Paul Rubin
New London, CT 06320
May 4, 2017

Jennifer
Stratford, CT 06614
May 4, 2017

Ellen Lowe
Clinton, CT 06413
May 4, 2017

George Ghyssels
Branford, CT 06405
May 4, 2017

Ronald Blanchette
Ellington, CT 06029
May 4, 2017

John T Winkhaus III
Greenwich, CT 06831
May 4, 2017

Rosalind Spier
Glastonbury, CT 06033
May 4, 2017

Gail E Janensch
Bridgeport, CT 06604
May 4, 2017

Debbie Seaman
New Canaan, CT 06840
May 4, 2017

This needs further study, results published, and public input.

Linda Rizzuto
Clinton, CT 06413
May 4, 2017

Robert K O'Donnell
WATERBURY, CT 06704-2457
May 4, 2017

Carol Doran
Danbury, CT 06810
May 4, 2017

jill alibrandi
Redding, CT 06896
May 4, 2017

Erich Erving
New haven, CT 06511

May 4, 2017

David Jacob
Stony Creek, CT 06405
May 4, 2017

Cyd Slotoroff
Branford, CT 06405
May 4, 2017

Thomas Betts
Guilford, CT 06437
May 4, 2017

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gailrich
guilford, CT 06437
May 4, 2017

Patricia Hartman
Stony Creek, CT 06405
May 4, 2017

Linda Meyer
Branford, CT 06405
May 4, 2017

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patrick lowe
branford, CT 06405
May 4, 2017

Emily Dering
Branford, CT 06405
May 4, 2017

Phil Brencher
Branford, CT 06405
May 4, 2017

Elizabeth Alcorn
Branford, CT 06405
May 4, 2017

Maryann Babcock
Branford, CT 06405
May 4, 2017

Bob Babcock
Branford, CT 06405
May 4, 2017

Diane Atkinson
Branford, CT 06405
May 4, 2017

Dawn Perrotti
Branford, CT 06495
May 4, 2017

Sam Kirby
Branford, CT 06405
May 4, 2017

Susan Greenvall
Branford, CT 06405
May 4, 2017

Roberta Blake
Branford, CT 06405
May 4, 2017

Completely unnecessary....

Mary Richardson
Branford, CT 06405
May 4, 2017

amy
branford, CT 06405
May 4, 2017

Leslie Shanbrom
Branford, CT 06405
May 3, 2017

Michèle Lanou Waters
Stony Creek, CT 06405
May 3, 2017

Please protect this delicate environment.

Lisa Hess
Branford, CT 06405
May 3, 2017

Kim Zolvik
Branford, CT 06405
May 3, 2017

Trevor Vroom
Guilford, CT 06437
May 3, 2017

Nancy Holabird
Guilford, CT 06437
May 3, 2017

Lewis Burgess
Guilford, CT 06437
May 3, 2017

KYLE BRADLEY
branford, CT 06405
May 3, 2017

Victor Vroom
Guilford, CT 06437
May 3, 2017

Julia Francis
Guilford, CT 06437
May 3, 2017

We want to see this project de-coupled from the rest of the NEC Future plan until after the legally required studies have been done, prior to route selection, and our affected communities involved in the process going forward, rather than excluded.

Robert Vavasour
Guilford, CT 06437
May 3, 2017

Rayzl Feuer
Branford, CT 06405-5704
May 3, 2017

Katherine Corbett
Branford, CT 06405
May 3, 2017

Jill Hodson
Branford, CT 06405
May 3, 2017

Mindy Petruck
Middletown, CT 06457
May 3, 2017

Laura Barr
Branford, CT 06405
May 3, 2017

Richard Howd
Stony Creek, CT 06405
May 3, 2017

Sandra Vlock
Branford, CT 06405
May 3, 2017

Tacie Lowe
Branford, CT 06405
May 3, 2017

This expansion would destroy one of the most scenic and tranquil areas of Connecticut all to reduce train time to and from Boston by what 15 minutes. Will fight this to the end!

Barbara N. Chesler
Branford, CT, CT 06405
May 3, 2017

Sally Gessner
Branford, CT 06405
May 3, 2017

I may be currently living in Denver but my heart is still in Stony Creek. We are down to- Is this really necessary?? Once gone, this land and environment is gone forever. LWB

Leah Boyd
Lakewood,, CO 80227-2787
May 3, 2017

Marjorie Sopkin
Guilford, CT 06437
May 3, 2017

Lorraine budnick
Branford, CT 06405
May 3, 2017

Thank you!

Wallie Hammer
Guilford, CT 06437
May 3, 2017

Caroline Henningsen
Branford, CT 06405
May 3, 2017

Rabia Ali
Branford, CT 06405
May 3, 2017

deedeeb hakun
branford, CT 06405
May 3, 2017

Alexander Pine
Branford, CT 06405
May 3, 2017

We need more public awareness of this FRA proposal

Kent Bloomer
Guilford, CT 06437
May 3, 2017

Our elected officials have a responsibility to see to it that the Branford to Guilford Quad Track expansion proposed by the Federal Railroad Administration does not proceed without a full environmental impact study, public hearings and public input. We are counting out you to protect one of the most beautiful and environmental rich and sensitive areas along the Connecticut coastline, an area enjoyed by many people.

Cecilia Bratten
Branford, CT 06405
May 3, 2017

Maria Torre
Guilford, CT 06437
May 3, 2017

Margaret Flesher
Guilford, CT 06437
May 3, 2017

Tim snider
Branford, CT 06405
May 3, 2017

not in favor of expansion

lindalandis
Branford, CT 06405
May 3, 2017

Theodore F. Ells
Branford, CT 06405
May 3, 2017

The proposed doubling of Branford/Guilford tracks on Amtrak would pass through a National Register Historic District, a National Scenic Road, and environmentally sensitive wetlands. Help stop this irresponsible push!

Dolores Hayden
Guilford, CT 06437
May 3, 2017

Please don't move forward with the expansion of the railway through this sensitive and critical environmental area. The data does not demonstrate this is necessary

Debra Gottschalk
Branford, CT 06405-5702
May 3, 2017

Jean Wood
BRANFORD, CT 06405
May 3, 2017

Heidi Spaman
Branford, CT 06405
May 3, 2017

Tina Burne
Branford, CT 06405
May 3, 2017

Amy Griffin
Branford, CT 06405-2501
May 3, 2017

This would destroy the whole area which is a unique place.

Diane Latkowski
Branford, CT 06405
May 3, 2017

Gini King
Guilford, CT 06437
May 3, 2017

Brenda Shipley
Branford, CT 06405
May 3, 2017

Jon Wilson
Branford, CT 06405
May 3, 2017

Jon Wilson
Branford, CT 06405
Apr 28, 2017

CJTF

CENTRAL JERSEY TRANSPORATION FORUM

2017 Voting Members

East Windsor
Mayor Janice Mironov

Ewing
Charles Latini

Franklin
Councilman Theodore Chase

Hillsborough
David Maski

Lawrence
Mayor David Maffei

Millstone
Curt Emmich

Monroe
Ed Cohen

Montgomery
Gail Smith

New Brunswick
Russell Marchetta

North Brunswick
Tom Vigna

Plainsboro
Mayor Peter Cantu

Princeton
Mayor Liz Lempert

Robbinsville
Hal English

South Brunswick
Mayor Frank Gambatese

West Windsor
Mayor Shing-Fu Hsueh

Mercer County
Leslie Floyd

Middlesex County
George Ververides

Somerset County
Freeholder Peter Palmer

May 4, 2017

Rebecca Reyes-Alicea
NEC FUTURE
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: Comment on NEC FUTURE Final Tier 1 EIS and Preferred Alternative

Dear Ms. Reyes-Alicea:

On behalf of the Central Jersey Transportation Forum, thank you for the opportunity to provide comments on the Final Tier 1 EIS and its Preferred Alternative prior to the Record of Decision. We have reviewed the Preferred Alternative, and find that it includes an ambitious program of capital improvements that would combine to offer meaningful reliability and travel time benefits throughout the Northeast Corridor (NEC) system, and even more considerable increases in passenger rail levels of service across all carriers.

We believe that implementation of the Preferred Alternative would have important benefits for the Central New Jersey region, the greater Northeast megaregion, and the national economy as a whole. We recognize that the Preferred Alternative is intended to provide a framework for advancing improvements incrementally over the coming decades as funding can be made available. Of the projects in the Preferred Alternative we strongly urge that priority should be given to those projects that will bring the NEC up to a state of good repair and provide capacity to reliably accommodate existing and increasing passenger demand in the near term.

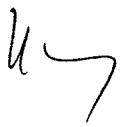
Among the projects that are vital to the Central New Jersey region are the Hudson Tunnel Project and the Gateway Program to ensure that existing trans-Hudson rail service can be maintained and expanded. The continuing deterioration of the North River Tunnel and conditions in New York Penn Station are urgent problems that require attention as soon as possible. In addition, we also support projects that will facilitate increased NEC rail service for Central New Jersey, including expanded one-seat ride

service for NEC stations and stations on other NJ TRANSIT lines, including the Raritan Valley Line.

We look forward to the opportunity to work with our local partners who will be represented on the Service Development Plan Working Group - including SEPTA, NJ TRANSIT, and NJDOT - to collaborate on advancement of the NEC FUTURE program, including development of local Tier 2 studies as appropriate.

Thank you for the opportunity to comment on the NEC Future FEIS.

Sincerely,



Bill Neary

Chair, Central Jersey Transportation Forum

Record of vote at May 4, 2017 Forum meeting:
13 ayes; 0 nayes; 0 abstentions; 5 members not present

cc: Central Jersey Transportation Forum members list (356 participants)

Amy Rose Weinreich
Town Clerk
Clerk to the Town Council
Clerk of the Probate Court
Clerk to the Board of Canvassers

TOWN OF CHARLESTOWN

4540 So. County Trail
Charlestown,
Rhode Island 02813

Tel (401) 364-1200
Fax (401) 364-1238

May 12, 2017

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

Re: Federal Railroad Administration's NEC FUTURE Tier 1 Final Environmental Impact Statement, Old Saybrook-Kenyon Bypass

Dear Ms. Reyes-Alicea,

At their May 8, 2017 meeting, the Charlestown Town Council unanimously approved the endorsement of the following enclosed letters in opposition to the Old Saybrook-Kenyon Bypass portion of the Federal Railroad Administration's NEC FUTURE Tier 1 Final Environmental Impact Statement:

- State of Rhode Island Governor Gina M. Raimondo
- Rhode Island Historical Preservation & Heritage Commission
- Rhode Island Division of Planning
- Charlestown's Entire U.S. Congressional Delegation
- Rhode Island Department of Transportation and the Departments of Transportation in every other state along the Northeast corridor
- U.S. Representative James R. Langevin
- The Nature Conservancy
- Salt Ponds Coalition
- Charlestown Land Trust
- U.S. Fish and Wildlife Service
- Narragansett Indian Tribe

On behalf of the Council, thank you in advance for your consideration of this matter.

Sincerely,

Amy Rose Weinreich, CMC
Amy Rose Weinreich, CMC
Town Clerk

Enclosures

Congress of the United States
Washington, DC 20510

February 28, 2017

Acting Administrator Patrick Warren
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, Southeast
Washington, DC 20590

Dear Acting Administrator Warren:

The rail network from Washington, DC to Boston is an immensely important contributor to our national economy and a vital part of the daily lives of countless numbers of our constituents. Much of the network was built over a century ago, and it now withers in disrepair as it strains and struggles to support the growing population that depends upon it. We appreciate the Federal Railroad Administration's (FRA) effort to evaluate ways of rebuilding the rail infrastructure as outlined in a recently unveiled proposal from the FRA's NEC FUTURE team. We are committed to rebuilding the corridor, and while the FRA's plan holds great promise for the state of Connecticut, it also creates major consternation among several communities across our state. As champions for our constituents – and for robust rail service – we write in strong support of the positive elements but in staunch opposition to several impractical and ill-conceived ideas in your agency's proposal. We also write to urge you to carefully consider the many thoughtful comments provided by Connecticut residents in response to the NEC FUTURE plan and ensure that they are heeded and incorporated into any final rebuilding plan your agency selects.

This 457-mile transportation spine is known commonly as the Northeast Corridor, and it allows millions of Americans to get to work and school and access other vital opportunities. We need to plan and prepare for the future and bring the Northeast Corridor into the twenty-first century, rebuilding the rail network so it can meet the demands of today and tomorrow. In December 2016, the FRA's NEC FUTURE office unveiled its preferred plan for a revitalized network. In technical terms, the FRA and NEC FUTURE officials have put forward a plan in the form of a Tier 1 Final Environmental Impact Statement (FEIS) that lays out what is formally considered its Preferred Alternative of service changes between Washington, DC and Boston. The FRA is now accepting comments on the Preferred Alternative before finalizing the FEIS in the form of a Selected Alternative in a Record of Decision as soon as next month. The FRA would then use that document to create a service development plan later this year that moves the Selected Alternative closer to reality. We understand the FRA cautions that any final decision about service changes and realigned routes will be made at the state and local levels. Still, the Selected Alternative would be the product of an eight-year, $40 million undertaking by your

agency, and it could hold significant sway with federal, state and local officials for decades to come. It is imperative that any Selected Alternative reflect that reality and contain only proposals that are worthy of further consideration, excluding disconcerting concepts that will hang like a cloud over communities.

One idea that should remain prominently in any Selected Alternative is the FRA's vision for robust enhancements to the Hartford Line. The line is currently under development from New Haven, Connecticut through Hartford to Springfield, Massachusetts. The Preferred Alternative correctly recognizes the importance of the investments now underway and the transformative, game-changing effect they will have throughout New England. The Preferred Alternative proposes even greater long-term enhancements to this portion of rail line, leveraging the investments that have already been made, proposing the addition of more tracks and technology – including electrification of the track to support non-diesel trains, further ensuring safe, reliable, high-speed rail through Connecticut's central spine. This vision would improve opportunities for access to New York City and Boston and improve connectivity to Bradley International Airport as well as other transportation hubs throughout New England. This vision would also help address many of the problems the NEC FUTURE effort hopes to tackle, including greater resiliency in the face of climate change and better access to jobs, housing, and economic opportunities.

Two ideas that should be scrapped in any Selected Alternative include a proposal in southeastern Connecticut that has become known as the Kenyon bypass and a separate proposal in Fairfield County in southwestern Connecticut to build two new tracks through several dense communities.

The first misguided idea, the Kenyon bypass, would split rail off from the current line at Old Saybrook, establishing a new alternative route that plows through many communities before rejoining the current route just west of Kingston, Rhode Island. If constructed in a trench, as a tunnel, as an aerial structure or as a mix of all three, the bypass would cause massive disturbance to the lives and livelihoods of tens of thousands of residents who now live in the proposed route's path. It would decimate the unique charm and historic character of several centuries-old towns like Old Lyme. It would disrupt major job centers and tourist attractions like the aquarium and historic seaport in Mystic. It would result in significantly reduced rail service to several towns and cities on the current line like New London, rendering as out of the way important attractions like the Thames River Heritage Park – just blocks from the current Amtrak station, which would have to be moved under this plan. It would harm the sensitive ecological treasure of the Connecticut River Estuary. And even though it just exists on paper so far, this proposal has reportedly already impacted property values in our state; if included in a Selected Alternative, it would continue to hang like a dark cloud over southeastern Connecticut, having dire and dramatic effects no matter how remote its chances are of ever becoming reality. Its exclusion from a Selected Alternative would eliminate this ominous threat and allow us to focus on what we know is the region's choice for improving service: rebuilding the infrastructure we currently have, ensuring it meets new and increasing demands.

The second poorly conceived provision entails dramatically modifying the current route to create a new double-track route that would cut through and across many existing communities,

including Greenwich, Stamford, Norwalk and Westport. Some of this would be parallel to Interstate 95, but much remains unclear. Regardless, this would be an unprecedented level of upheaval in a densely populated area that could – like the Kenyon bypass – have disastrous cultural, economic and environmental consequence for many communities in our state. This plan would also ignore the clear preference our constituents have for rehabilitating current infrastructure instead of starting new projects that bring more harm than benefit.

We are confident our constituents will provide additional support and raise additional concerns regarding the key issues we bring to your attention. Their thoughts and feedback must be given great weight and deference before your agency chooses a Selected Alternative. Few states have been engaged as vigorously as Connecticut has been or would experience as many impacts from this plan, as evidenced by the fact that more than half of the 3,200 comments submitted to the FRA during an earlier round of proposals came from our state. We certainly appreciate the agency's engagement with our state so far. As FRA officials have seen and heard firsthand, anything that undermines our state's character, economy, or environment will be opposed fiercely by our constituents – as well as by us in Congress.

We appreciate your attention to these important matters and look forward to your response.

Sincerely,

RICHARD BLUMENTHAL
United States Senate

JOE COURTNEY
Member of Congress

RICHARD BLUMENTHAL
CONNECTICUT

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April 12, 2017

Acting Administrator Patrick Warren
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Acting Administrator Warren:

I write to supplement my previous comments regarding your agency's NEC FUTURE effort and express my strong concerns about a proposal to doubletrack rail between Branford and Guilford. The latest version of the FRA's plan was contained in the Preferred Alternative the Federal Railroad Administration (FRA) issued in December, 2016. I strongly support smart, sensible investments in rebuilding rail throughout the Northeast, and there are some promising elements in your plan, including its vision for the Hartford Line. Many residents in south central Connecticut, however, have questioned the value and wisdom of other components, like doubletracking between Branford and Guilford. Accordingly, I urge you to address residents' concerns before your agency takes any further steps to advance the Preferred Alternative.

The Preferred Alternative would add a second set of tracks between Branford and Guilford, bringing the total number to four. This concept seems to have been put forward in order to support the added capacity that might come from the Preferred Alternative's idea of rerouting rail through parts of southeastern Connecticut, which I have strongly opposed. Therefore, I want to clarify that my opposition to the proposal for rerouting rail through southeastern Connecticut extends to this related doubletracking element in the Preferred Alternative as well.

Even if the doubletracking proposal has nothing to do with the proposal to tunnel or reroute rail in the southeastern part of the state, doubletracking could nonetheless lead to the destruction of many homes and communities, endanger historic properties, damage sensitive environmental areas and impose significant economic harm to residents and businesses. It is imperative that these concerns be addressed immediately before FRA moves to turn the latest proposal into a Selected Alternative through a Record of Decision, a process I understand is now underway. I urge you to engage in thorough discussions and dialogue with the residents of Branford, Guilford and nearby communities in order to ensure these concerns are resolved.

I appreciate your attention to this important matter and look forward to your response.

Sincerely,

RICHARD BLUMENTHAL
United States Senate

ELIZABETH H ESTY
5TH DISTRICT, CONNECTICUT

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON RAILROADS, PIPELINES AND HAZARDOUS MATERIALS
SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

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February 28, 2017

Mr. Patrick Warren
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Mr. Warren,

As a representative from Connecticut, a state that contributes significantly to ridership along the Northeast Corridor (NEC), I commend the Federal Railroad Administration (FRA) on its efforts to develop the NEC FUTURE, a comprehensive plan to define, evaluate, and prioritize the future of the NEC. In developing this plan, I urge the FRA to be forward-looking in developing high-speed rail and to prioritize safe, reliable, and speedy passenger rail throughout the North East Corridor (NEC). Thank you for your willingness to accept comments regarding the FRA's Tier 1 Final Environmental Impact Statement (EIS) for the NEC FUTURE initiative, and thank you for your work to improve rail service along the NEC.

I urge the FRA to revisit Alternative 3 of the Tier 1 Draft EIS that runs inland between New York City, Danbury, Waterbury, and Hartford. There are several reasons why I believe that the Alternative 3 route would better serve rail passengers across the northeast region. First, the inland segment would enable high-speed passenger rail service in a way that is simply not feasible along Connecticut's coastal shoreline. Second, the inland route would relieve severe highway congestion and provide much-needed rail service to passengers across Connecticut. Third, the inland route would be transformational to the regional economy, connecting residents and employers in Connecticut to Washington, D.C., New York, and Boston.

High-speed rail that connects New York City and Boston would transform rail transportation throughout the NEC and across central Connecticut. Unfortunately, because of the S-curves through Bridgeport, constrained real estate, numerous river-crossings, historic landmarks, and dense population, high-speed rail across southern Connecticut is simply not feasible. This corridor is intensely developed with land uses in close proximity to the rail line. Adding two new rail tracks adjacent to the New Haven line would be very difficult and displace economically viable properties. Under the

coastal route, speed restrictions will continue to be necessary, thereby preventing actual high-speed service.

Unlike the coastal route, Alternative 3 is a straighter route, without many S-curves or rivers to cross, and provides the opportunity for the FRA to implement high-speed rail travel that would move passengers from New York to Boston much faster and more reliably. The southern alternative does include a new segment bypassing the existing coastal route in southeast Connecticut to provide a more direct and faster route and circumvent several moveable bridges over navigable waterways. However, that proposal has generated extensive opposition due to the dramatic changes it would impose on small, historic coastal communities. In contrast, Alternative 3 would target cities that have existing infrastructure and land patterns supportive of an expansion of rail service, and could accommodate the land development pressures.

In addition, the inland route would relieve severe highway congestion for many residents and visitors who rely heavily on an already congested I-84 corridor and provide rail access to all corners of Connecticut. For example, by implementing the Alternative 3 route, the City of Waterbury could be transformed into a major transportation hub with the combination of a new high-speed rail connection and existing access to Interstate 84, the Route 8 Expressway, and the Waterbury branch rail commuter line.

Finally, the inland route would be transformational to the regional economy, connecting residents and employers in Connecticut to Washington, D.C., New York, and Boston. Rail across northwest Connecticut would serve as a catalyst for growth of the regional economy and revitalization and reinvestment of our distressed cities. The resultant rail network would complete much needed connections throughout the entire western part of Connecticut and seamlessly tie New Haven, Bridgeport, Stamford, Danbury, Waterbury and Hartford together to create a consolidated economic region that will be better able to compete in the national and global markets.

Thank you for your efforts to improve passenger rail service along the NEC. It is my hope that the vision you have outlined in the Tier 1 EIS is the beginning of an ongoing conversation that thinks big and boldly about how we can build a truly world-class, 21st century transportation network along the NEC.

Sincerely,

Elizabeth H. Esty

Elizabeth H. Esty
Member of Congress

SHELDON WHITEHOUSE
RHODE ISLAND

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February 16, 2017

Received
MAR - 2 2017
FRA Exec Sec

Patrick T. Warren, Executive Director
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Warren:

On February 9, I joined the other members of the Rhode Island congressional delegation, in writing to you to express our concerns about the Northeast Corridor Future Final Tier 1 Environmental Impact Statement (Tier 1 EIS). I write today to reiterate my belief that the proposed new Old Saybrook to Kenyon Bypass described in the Tier 1 EIS would impose significant hardships and irreparable damage to Charlestown, Westerly, the surrounding communities, and their residents.

I understand that our current rail infrastructure is in need of substantial investments to improve the reliability, safety, performance, and resiliency of passenger rail service along the Northeast Corridor. I also believe that Rhode Island, and specifically, the City of Providence, must be included in the FRA's plan for the NEC.

My constituents, however, have raised serious concerns about the Tier 1 EIS. To that end, I have enclosed a copy of a resolution passed by the Charlestown Town Council on January 10, 2017, along with a detailed response to the EIS as referenced in the resolution. I share the concerns expressed in the resolution and ask that you address them. In addition, I have several questions about the process to date:

1. What type of analysis did you use in the selection process of the Preferred Alternative?
2. How was the concept of the Bypass developed and incorporated into the Preferred Alternative?
3. Did you conduct any studies or analyses that compared the use of enhancements and improvements to the existing rail line and right-of-way with the construction of the proposed Bypass?
4. Did you take into consideration new technologies or the creation of banked curves and turns on the existing rail line right-of-way?

PRINTED ON RECYCLED PAPER

Collaboration and engagement with the community and local stakeholders is a vital component of any successful planning process. As part of the continuing NEC Future process, I ask that you host a public listening session in Rhode Island as soon as possible, so that my constituents may share their concerns.

Thank you for your consideration of this letter and for your efforts to improve our rail infrastructure. Once we work through these siting issues, I am sure there will be considerable excitement for the project. I look forward to your reply.

Sincerely,

Sheldon Whitehouse
United States Senator

Northeast Corridor FUTURE, Washington, DC to Boston, MA
Tier 1 Final EIS
A RESOLUTION IN OPPOSITION TO THE PREFERRED ALTERNATIVE IN CHARLESTOWN, RI

The Town Council of the Town of Charlestown hereby resolves as follows:

WHEREAS, the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS, the proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS, through lack of specific outreach on the part of the Federal Railroad Administration, the Town of Charlestown, its citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown, and as a result there were no comments received from the Town or interested parties in Charlestown during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS, the review and outreach that the Town of Charlestown, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS, the scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe
4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS, the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a period of time which the Town of Charlestown considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS, the Town of Charlestown will bear a significant burden due to loss of areas of environmental, historic, agricultural and social importance without commensurate benefits to the community as a whole.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Charlestown hereby opposes a change to the railroad alignment within its borders, and authorizes its Town Administrator to undertake the following:

1. Prepare and send a letter of opposition to the Federal Railroad Administration, along with a request to extend the comment period on the Tier 1 Final EIS to April 1, 2017.

2. Prepare and send a letter to Governor Raimondo of Rhode Island stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way, with copies to all of its federal and state legislators.

3. Prepare and send letters to U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse and Congressman James Langevin stating the Town of Charlestown's opposition to the so-called Old Saybrook to Kenyon Bypass rail alignment as proposed within its borders, and to keep the railroad on its current Right of Way.

4. Prepare a detailed response to the contents of the Final EIS, as time may allow, including evidence of incomplete and inaccurate data and improper process, to be distributed to all involved agencies and officials.

5. Prepare and send a request to all municipalities within the State of Rhode Island, requesting support of this resolution.

6. Invite a joint resolution with our neighboring towns in Washington County.

The resolution shall take effect upon passage.

By resolution of the Charlestown Town Council
at a meeting duly held on January 10, 2017.

Amy Rose Weinreich, CMC

Attested To By
Amy Rose Weinreich, CMC Town Clerk

Executive Summary of Deficiencies in Federal Railroad Administration Northeast Corridor Analysis of Tier 1 Final EIS in Charlestown, RI, or the Old Saybrook, CT to Kenyon, RI Bypass

January 10, 2017, the Charlestown Town Council held a public hearing and over 500 residents unanimously objected to the Old Saybrook to Kenyon Bypass.

432 residents signed a petition that night to object to the Bypass. The line to sign the petition went out the door, so many did not object on the petition. Another petition with 2,514 signatures opposing the Bypass was presented to the Charlestown Town Council.

Representatives from Senator Reed, Senator Whitehouse and Congressman Langevin along with two Amtrak representatives were present, but no one from the FRA or the Governor, even though they were invited, attended.

EIS has data omissions and erroneous decisions in the following areas:

- Land Cover
- Agricultural Lands
- Narragansett Tribal Lands
- Parklands and Wild and Scenic Rivers
- Hydrologic/Water Resources
- Ecological Resources
- Geologic Resources
- Hazardous Waste and Contaminated Material Sites
- Cultural Resources and Historic Properties
- Visual and Aesthetic Resources
- Environmental Justice
- Noise and Vibration
- Parklands, Conservation and Historic Resources

These flaws in the EIS are mainly caused by the omission of the following from the data, working west to east. These omissions from the EIS represent 1,797 or nearly 1,800 acres of permanently protected open space that the rails pass through and will be fragmented. There are also many other open space properties that are protected with permanent conservation easements that are in this vicinity that the rails don't pass through, but that are also omitted from the calculations having to do with context:

Open Space, preserved in perpetuity, Tribal Property, Farms and Homes:

- Westerly: The Grills Preserve in nearby Westerly is underestimated. The Grill's Preserve is a 550-acre conservation area with over 2 and 1/2 miles of river frontage. The EIS lists this as 480 acres. The Riverwood Preserve in Westerly is omitted from the EIS data. Riverwood Preserve is part of the Westerly Land Trust's Pawcatuck River Corridor Initiative. It consists of 148 acres of woodland, rocky ridges and fresh water wetlands adjacent to the Pawcatuck River and the Boy Scout Camp.
- The Pawcatuck River and Wood Pawcatuck River are crossed several times in Charlestown and Westerly by the new train tracks. These rivers are nominated by Congress as Wild and Scenic Rivers. They are protected from development by the ongoing Wild and Scenic study sponsored by the National Park Service. The EIS does not list any Wild and Scenic Rivers in Rhode Island.
- After passing through Burlingame, which the EIS acknowledges as an impacted parkland property, the proposed rail lines pass through Hidden Meadows Open Space. The Town of Charlestown owns a permanent conservation easement on this 25.3-acre conservation/passive recreation area. This parcel is contiguous on four sides with larger parcels of Burlingame and a seven acre parcel of conservation land

of The Nature Conservancy. Both of these protected conservation areas are omitted from the EIS.

- After passing through private homes, the rails cut across Burlingame Estates Open Space, a 31.5-acre conservation/ passive recreation open space omitted from the EIS. The Town of Charlestown owns a permanent conservation easement on this property.
- The Burlingame Estates open space parcel and the Hidden Meadows open space are contiguous with the 124.58 state owned conservation land. It lies between them. The new rails pass through this state owned and permanently protected property, but it is omitted from the EIS.
- The rails then pass through about a dozen homes before entering the 142-acre Stoney Hill Farm. This is a farm to table operation with cows, horses, hay, pigs, and chickens. They sell grass fed beef, pork, chickens, eggs, and Thanksgiving turkeys at the farm and at farmers markets. The farm is enrolled in the Farm Forest and Open Space (FFOS) program. Under this program the farmer has given up the right to develop their land for an extended period, usually 15 years or longer. Protecting, preserving, and promoting this type of farming operation is a priority of both the town and state. This farm and its important status are omitted from the EIS.
- The rails then pass through or close by another farm. The farm is a 15.39-acre farm, contiguous with the Stoney Hill Farm and also nearly contiguous with tribal conservation land across Kings Factory Rd. and Shumankanuc Rd. This farm is omitted from the EIS.
- Another wooded area contiguous with the Stoney Hill Farm. This property recently placed a permanent conservation easement on 45 acres. The permanent conservation easement is held jointly by The Nature Conservancy and the Charlestown Land Trust. In December of this year The Nature Conservancy announced the new conservation easement as follows, *"The 45 acre Heinz property is just southwest of the Carter Preserve, and contributes to a growing corridor of conservation along the Pawcatuck River."* This conservation easement does not appear to be in the direct path of the train but it is close by and contiguous with other farms that are in the train's path. This wooded area and its status as legally protected/conserved land is omitted from the EIS.
- The train then crosses Shumankanuc Rd. and enters Narragansett Tribal Land. This parcel was formerly part of the Indian Cedar Swamp Management Area, a RI state wildlife management area. When it was transferred to the Tribe in 1978 as part of the Settlement Act, it was transferred with a permanent conservation easement that requires the land always remain conservation land and not ever be developed. The Tier 1 Final EIS claims that no tribal land is crossed or impacted anywhere by the plan for high-speed rail anywhere in the corridor from Washington DC to Boston. But in this case, tribal land is crossed and that land also is protected by a conservation easement.
- The proposed rail lines then cross 59-acre farm contiguous with the Pawcatuck River and the Carter Preserve. This farm is omitted from the EIS.
- The new rail line then crosses Kings Factory Rd. and the Botka Woods Open Space. This 116-acre Open Space has been recently approved for a permanent conservation easement to be held by the Town of Charlestown.
- After passing through the power line (green way) and four or five houses the proposed train tracks enter the 1,112-acre Francis C. Carter Memorial Preserve. Owned by The Nature Conservancy this property was acquired with help from The Champlin Foundations, the Doris Duke Charitable Foundation, and the Cove Point Foundation. This preserve is one of the largest protected properties in the state, but it was entirely omitted from the EIS. It joins several thousand acres of contiguous forest and contributes to an 11-mile corridor of open space running from the Ninigret National Wildlife Refuge to the state's Carolina Management Area. This conservation property has a strong policy supporting public access for passive recreation. There are seven miles of hiking trails, access for equestrians and bow hunting in season. The proposed rail lines run the length of the Carter Preserve fragmenting it into two roughly equal pieces.
- All of the land between the existing rails, the proposed rails, and Tribal land is occupied by the Carter Preserve. NEC Future has made clear a preference to avoid tribal land. For the rails in the Carter Preserve there is no place to move the rails to avoid parkland conversion except into the existing NEC

right-of-way or across more tribal land.The new rail lines leave the Carter Preserve at Rt. 112, pass through a three or four frontage lots on Rt. 112 and then enters the Amos Green Farm. The Amos Green farm is a colonial era farm that is preserved in museum quality and is still a private residence. The 101-acre farm is preserved with conservation easements held by the Charlestown Land Trust. It has recently been the site of Colonial Reenactments sponsored by the Charlestown Historical Society and is open to the public for other special events.

- The Fenner Farm is contiguous with the Amos Green Farm. Fenner is an 85-acre farm protected by a permanent conservation easement held by the Town of Charlestown. The two permanently protected farms make up about 185 acres of contiguous farmland that will be fragmented by the proposed rail lines. None of this permanently preserved agricultural land is mentioned in the EIS.
- Moving eastward the proposed route leaves protected open space and passes through or over residential land and then enters the Columbia Heights Historic District. This Historic District is another data omission in the EIS. Historic homes will be removed here for rails at grade. This is a very compact neighborhood. This entire Historic District is eligible for inclusion in the National Historic Register. The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register.
- The straightened tracks proceed on a half mile bridge to from Columbia Heights to the village of Kenyon where many homes are impacted.
- The Biscuit City Fishing Area, a Pawcatuck River access point fishing area was developed with Federal Fisheries Funds and RI Division of Fish and Wildlife funding. This access will be removed by the new rail project. The new rails will pass through here as they reconnect with the NEC in the Great Swamp.
- Other farms impacted are Riverside Farm, Oak Farm, High Meadow Farm and Sweetwater Farm. If any farmland in this area remains after construction, the land will be close to the trains and noise and vibration from passing trains may make this land unsuitable for the types of farming in this area, which is dominated by animal husbandry, grass fed beef, chicken and animal feed.
- The 1,800-acre figure does not include active farms bisected by the rail project. Most of these farms are entered into FFOS. These active farms that will be removed or damaged to the point that they can no longer be viable farms account for another acres that were omitted from the EIS.

Of the 5.6 miles of track straightening, 3.8 miles of parkland and protected Open Space are impacted. Where the Town, State of Rhode Island, local Land Trust, or The Nature Conservancy hold a permanent conservation easement, they have a legal obligation to stop the sale or conversion for a use other than conservation/passive recreation/agriculture as specified in the easements.

The proposed track of the rails is through an east-west corridor of open space that spans nearly the width of the town. This section is part of an 11 mile north-south corridor of open space that extends from the Ninigret National Wildlife Refuge at the ocean, north through Burlingame and Narragansett Tribal land, through the Carter Preserve, and then connecting with the Carolina Wildlife Management Area in Richmond. The east-west corridor also provides more wildlife and potential recreation access to the Pawcatuck River, a nominated Wild and Scenic River. The tracks impact the wildlife corridor from the Ocean to Richmond and beyond.

With the acquisition of the Carter Preserve by The Nature Conservancy in 2001, this area became a focus of additional acquisition by TNC, RI DEM, Charlestown Land Trust, and others. The purpose of these acquisitions is to build an ever larger un-fragmented area of wildlife habitat, to make open space connections to the Pawcatuck River, and to create an ever richer experience for the public who use these lands for passive recreation. The Town of Charlestown uses this area of our town as part of a package of eco-tourism destinations.

US Fish and Wildlife Great Thicket National Wildlife Refuge:
The recently approved Great Thicket National Wildlife Refuge is not mentioned in the EIS. USF&W can purchase up to 3,200 acres in Southern Rhode Island.

Wood-Pawcatuck Sole Source Aquifer:
The impact on drinking water in all of Southern Rhode Island was overlooked. This will be disturbed by both construction and new rolling freight.

United Nuclear Corporation (now the TNC Carter Preserve) Ground Pollution:
The EIS doesn't identify the former UNC site as an archived superfund site, but it will disturb a tremendous amount of soil in this area.

Cultural Resources and Historic Properties:
Representative Route includes three NRHP-listed properties: the Old Lyme Historic District in Connecticut; the Bradford Village Historic District in Rhode Island; and the Shannock Historic District in Rhode Island. There are also multiple historic districts in Rhode Island, including the Bradford Village Historic District, Shannock Historic District, and Westerly Downtown Historic District in Washington County. Impact on Columbia Heights is not mentioned. The Columbia Heights Historic District is on the list of Historic Districts at RI Historic Preservation. The entire district is eligible for listing in the National Register. Historic homes will be removed in this very compact neighborhood. This entire Historic District is eligible for inclusion in the National Historic Register. The Arial Structure for the rails over Kenyon will be seen from the Shannock Historic District, which is entirely on the National Historic Register and from Columbia Heights as well. Kenyon is also a Historic District eligible for listing on the National Register.

Narragansett Tribal Lands:
The FRA did not identify property-specific tribal resources. The proposed route passes over Tribal land at Kings Factory Road.

Environmental Justice:
Impact on the Tribe (a minority community) and Columbia Heights (an eligible low/mod community) is not mentioned. These are both environmental justice issues that were omitted from the EIS.

Tunnel Impacts on Train Speed:
If the tracks are straightened, a tunnel will have to be bored in Charlestown under Shumankanuc Hill. The speed limit will have to be reduced to under 100 mph entering and through the tunnel due to a "piston" effect that would cause the train windows to implode.

Noise and Vibration:
The FRA defined the Affected Environment as a 5,000-foot-wide swath centered along the Representative Route. Increased noise and vibration would be experienced along the route. Wild and farm animals would be disrupted greatly.

Summary of Public Health Effects:
The following effects were identified by the FRA as having the greatest potential risk to public health:
Degradation of water quality, including public drinking supplies

- Disturbance of hazardous waste and contaminated materials
- Increased or prolonged exposure to noise and vibration
- Temporary construction related effects on air quality, such as fugitive dust emissions and operation of construction equipment and disruption in traffic during construction

Irreversible and Irretrievable Commitment of Resources:
With the exception of leaving the rails in the current NEC, there is no change of route that will not go through Narragansett Tribal Property, homes, neighborhoods, farms, the Carter Preserve and other open space. Loss of these natural and cultural resources cannot be mitigated and they cannot be replaced, ever.

Construction and Tunneling:
Construction of the Preferred Alternative would require construction staging areas. Even though temporary, these areas would disrupt wildlife and habitat that might not recover.
If a tunnel were to be dug by a Tunnel Boring Machine (TBM), the Acela speed would have to be reduced to less than 100 mph. The cost for that tunnel would be from $500 M to $1 B for no gain in travel time.

Conformance with local Charlestown Comprehensive Plan and State Guide Plans:
Every section of the Charlestown Comprehensive Plan that has been approved by Rhode Island Statewide Planning is violated.

Rhode Island State Legislator Objections:
Every Washington County Legislator signed a letter of objecting to the Bypass.

Connecticut Congressional Delegation, Governor and impacted residents opposition:
Connecticut residents already report a 25% decline in property values. Both Rhode Island and Connecticut impacted residents have this sword hanging over Charlestown's head for the current and distant future is unacceptable for a 30 to 50 year $130 B project that is unfunded and may never be funded.

Summary:
Charlestown residents depend upon Governor Raimondo, Senator Reed, Senator Whitehouse and Congressman Langevin to speak in one voice to have the FRA drop the Old Saybrook to Kenyon Bypass. The straightening will greatly impact those along the proposed route for a little gain in time with increased speed and a great loss in property value through eminent domain taking. Residents will lose faith in the Federal and State government.

The Town of Charlestown requests letters to the FRA from the Governor, Senator Reed, Senator Whitehouse and Congressman Langevin to Drop the Old Saybrook, CT to Kenyon, RI Bypass from the Tier 1 Final EIS no later than January 31, 2017.

CHRISTOPHER S. MURPHY
CONNECTICUT

SENATE OFFICE BUILDING
HART 136
WASHINGTON, DC 20510
(202) 224-4041

United States Senate

WASHINGTON, DC 20510

February 28, 2017

120 HUYSHOPE AVENUE
SUITE 401
HARTFORD, CT 06106
(860) 549-8463

http://murphy.senate.gov

Executive Director Patrick Warren
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Received
MAR 0 8 2017
FRA Exec Sec

Dear Mr. Warren:

As you know, the Northeast Corridor (NEC) is the backbone of our region, with ridership estimated to grow 59 percent by 2030. Today, the NEC moves more than 365 million passengers annually. The economic impact of the line cannot be overstated: seven million jobs are located within five miles of a station on the line; workers who ride the NEC contribute $50 million annually to the U.S. economy; and a loss of the NEC for a single day would cost the U.S. $100 million in travel delays and lost productivity. However, to sustain that economic impact, the NEC will require approximately $50 billion in investment over the next 20 years simply to achieve a state-of-good-repair and support increased ridership. The NEC's most heavily trafficked bridges and tunnels—many of which are in or very close to Connecticut—are well over a century old. Further, because service levels have virtually reached capacity, even more investments will be required to expand service and fully realize the transformative potential of the NEC.

It is in this context that the Federal Railroad Administration (FRA) undertook NEC FUTURE, a comprehensive planning effort to define, evaluate, and prioritize future investments in the NEC from Washington, D.C., to Boston. In December of last year, the FRA released a Final Environmental Impact Statement (FEIS), which contained the Administration's Preferred Alternative for the NEC. The FRA is expected to finalize the FEIS or a modified FEIS in a Record of Decision in March 2017. Until then, the FRA is soliciting comments during the waiting period, which ends on February 28, 2017. The Record of Decision will document the Selected Alternative, which the FRA will use to develop a service development plan, providing the platform for implementation of the program by governmental entities along the NEC.

More than residents of any other state, Connecticut residents have been intensely interested in the work of NEC FUTURE. My constituents provided over half of all of the comments submitted during an earlier comment period. Underlying the intense interest is both a strong belief in the transformative potential of rail investment in the region and a fear that the current iteration of NEC FUTURE's plan will adversely affect the lives of Connecticut shoreline residents, particularly in the towns affected by the proposed bypass routes outlined in the FEIS.

There are numerous aspects of the FEIS that I support. I am particularly pleased that the NEC FUTURE proposal anticipates electrifying the New Haven-Hartford-Springfield line, allowing for one-seat travel to the NEC and better connecting Bradley International Airport travelers to

the region. The NEC FUTURE plan also features increased investment in existing and new rail facilities on the route, including New Haven's Union Station, to service the increased number of trains on the line. Further, the FEIS addresses several choke points east of New Haven, from Branford to Guilford, by proposing the installation of new rails. New Haven and the greater-New Haven region are already teeming with new start-up ventures and technology firms, and these improvements and others would help accelerate this economic growth.

However, the FEIS does contain concerning elements, particularly to communities potentially affected by the proposed bypasses in southwestern and southeastern Connecticut. The proposed paths of these bypasses, while not final, may affect various historic towns, sensitive estuaries, and the lives of thousands of residents along the shore. In my view, the FRA's engagement, while extensive, has not been sufficient to mollify concerns in these cities and towns about the proposed routes and the FRA's NEC FUTURE purpose and processes. Moreover, while any and all final construction decisions are to be made at the local and state levels, the NEC FUTURE documents may guide investment decisions for years to come, raising the stakes for your agency to produce content worthy of long-term planning. Therefore, I urge you and the NEC FUTURE team to heed the concerns of these residents before choosing a Selected Alternative.

The transformative potential of increased rail investment is undeniable. In my conversations with Connecticut businesses owners, city and state officials, and commuters—all of whom rely on the NEC—transportation comes up repeatedly as a key issue for improving the lives of residents and bottom lines of businesses. Reducing travel time will make living and working in Connecticut more attractive, accelerating the development of new companies, spurring innovation and investment, and improving the lives of all residents. As I fight to increase levels of rail investment to historic levels, your agency's work remains as important as ever. I vow to work with you to ensure the needs of my constituents are met in the context of any future rail investments.

Thank you for your consideration of my concerns. I look forward to your response.

Sincerely,

Christopher S. Murphy
United States Senator

United States Senate

WASHINGTON, DC 20510–0705

OFFICIAL BUSINESS

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F-1502 Murphy_Christopher US Senate CT

MAR 1 6 2017

TOWN OF PORTSMOUTH
RESOLUTION #2017-02-13 C

A RESOLUTION IN OPPOSITION TO THE FEDERAL RAILROAD ADMINISTRATION PREFERRED ALTERNATIVE FOR THE FUTURE NORTHEAST CORRIDOR – WASHINGTON, DC TO BOSTON, MA RAIL LINE

WHEREAS: the Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor, which includes a section of nearly 13 miles of new rail line in the State of Rhode Island, affecting the Towns of Westerly, Charlestown, Richmond and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS: the proposed new rail line will mainly affect the Towns of Charlestown and Westerly, Rhode Island; and

WHEREAS: through lack of specific outreach on the part of the Federal Railroad Administration, the affected Towns, citizens, and impacted property owners were unaware of the proposed new route alignment through Charlestown and Westerly, and as a result there were no comments received from the Towns during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS: the review and outreach that the Town of Charlestown, stakeholders and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and

WHEREAS: the scope of this project and the impact of the route on the Town of Charlestown is significantly damaging, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe
4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and The Great Thicket Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS: the Federal Railroad Administration has provided a 30 day waiting period on the Final EIS to allow feedback on the preferred alternative which ends on January 30, 2017, a

Town of Portsmouth

2200 East Main Road / Portsmouth, Rhode Island 02871

Jennifer M. West
Town Clerk

(401) 683-2101

February 22, 2017

Federal Railroad Administration,
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Sirs,

The Portsmouth Town Council, at their regularly scheduled Town Council Meeting of February 13, 2017, request your support of the following Resolutions:

2017-02-13 C - Resolution Opposing the Federal Railroad Administration's Proposal for an Alternative Route for the Northeast Corridor

Very truly yours,

Jennifer M. West,
Town Clerk

Enclosures

TOWN CLERK
2200 East Main Road
Portsmouth, R.I. 02871

PROVIDENCE
RI 028
23 FEB '17
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UNITED STATES POSTAGE
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MAILED FROM ZIP CODE 02871

Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

20590-

F-1503 West_Jennifer Portsmouth RI

F-1504 Hawkins_Lynn Exeter RI

TOWN OF EXETER, RI

Lynn M. Hawkins, CMC
Town Clerk
Council Clerk
Probate Clerk

675 Ten Rod Road
Exeter, R.I. 02822
Ph: (401) 294-3891
Fax: (401) 295-1248
clerk@town.exeter.ri.us

MAR 1 6 2017

February 7, 2017

Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Exeter Town Council Resolution No. 2017-01 in Opposition to the Federal Railroad Administration Preferred Alternative for the Future Northeast Corridor – Washington, DC, to Boston, MA – Rail Line, Tier 1 Final EIS

Dear Sir or Madam:

At its Regular Meeting of January 3, 2017, the Exeter Town Council unanimously voted to adopt the above-captioned resolution. Please find a copy of same enclosed. The Exeter Town Council respectfully requests your support regarding this resolution.

Sincerely,

Lynn M. Hawkins

Lynn M. Hawkins

LMH:lmh
Enclosure
Copies U.S. Senator Jack Reed
U.S. Senator Sheldon Whitehouse
U.S. Congressman James Langevin
R.I. Governor Gina Raimondo
R.I. State Senator Elaine Morgan
R.I. State Representative Justin Price
R.I. State Representative Julie Casmiro
Town Council, Town of Charlestown
Town Council, Town of Westerly,
Town Council, Town of Richmond
Town Council, Town of South Kingstown
Exeter Town Council

TOWN OF EXETER, RI

TOWN COUNCIL
Kevin P. McGovern, President
Daniel W. Patterson, Vice President
Calvin A. Ellis
Francis T. Maher, Jr.
Raymond A. Morrissey, Jr.

675 Ten Rod Road
Exeter, R.I. 02822
Ph: (401) 294-3891
Fax: (401) 295-1248
clerk@town.exeter.ri.us

STATE OF RHODE ISLAND
TOWN OF EXETER

RESOLUTION

No. 2017-01

IN OPPOSITION TO THE FEDERAL RAILROAD ADMINISTRATION PREFERRED ALTERNATIVE FOR THE FUTURE NORTHEAST CORRIDOR - WASHINGTON, DC, TO BOSTON, MA - RAIL LINE, TIER 1 FINAL EIS

WHEREAS: The Final Environmental Impact Statement released by the Federal Railroad Administration presents a preferred alternative route as part of the proposed upgrade to the Northeast Corridor which includes a section of nearly 13 miles of new rail line in the State of Rhode Island affecting the Towns of Westerly, Charlestown, Richmond, and South Kingstown, as part of the so-called Old Saybrook to Kenyon Bypass; and

WHEREAS: The proposed new rail line will principally affect the Towns of Charlestown and Westerly in Rhode Island, including 5.6 miles in Charlestown; and

WHEREAS: Through lack of specific outreach on the part of the Federal Railroad Administration, the Town of Charlestown, its citizens, and impacted property owners were wholly unaware of the proposed new route alignment through Charlestown, and as a result there were no comments received from the Town or interested parties in Charlestown during the public review and comment period for the Tier 1 Draft EIS last year; and

WHEREAS: The review and outreach that the Town of Charlestown, stakeholders, and active members of the community have undertaken since becoming aware of the project on or about December 18, 2016, is the first such engagement that the community has done; and.

WHEREAS: The scope of this project and the impact of the route on the Town of Charlestown is significantly negative, as the proposed rail alignment will:

1. Destroy dozens of private homes
2. Decimate the historic mill villages of Burdickville, Columbia Heights and Kenyon
3. Cross land owned by the Narragansett, a federally recognized Indian Tribe

4. Fragment historic and active farmland
5. Fragment the Francis Carter Preserve, a major land holding of The Nature Conservancy along the Pawcatuck River
6. Pass through and/or destroy numerous publicly and privately owned open space otherwise protected in perpetuity
7. Require several crossings of the Pawcatuck River which has been nominated by Congress as a Wild and Scenic River
8. Lie entirely within the land acquisition and habitat management area of the recently established US Fish and Wildlife Great Thicket National Wildlife Refuge
9. Lie entirely within the EPA designated Wood-Pawcatuck Sole Source Aquifer; and

WHEREAS: The Federal Railroad Administration has provided a 30-day waiting period on the Final EIS to allow feedback on the preferred alternative, which ends on January 30, 2017, a period of time which the Town of Charlestown considers inadequate to provide sufficient comments outlining in detail their opposition to the preferred alignment; and

WHEREAS: The Town of Charlestown and other impacted towns will bear a significant burden due to loss of areas of environmental, historic, agricultural, and social importance without commensurate benefits to the community as a whole; and

WHEREAS: The Town Council of the Town of Charlestown has invited neighboring Towns in Washington County to consider a resolution supporting Charlestown's position.

NOW, THEREFORE, BE IT RESOLVED: That the Town Council of the Town of Exeter hereby opposes a change to the railroad alignment and directs that the Exeter Town Clerk forward this resolution to the Federal Railroad Administration, U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse, U.S. Congressman James Langevin, R.I. Governor Gina Raimondo, R.I. State Senator Elaine Morgan, R.I. State Representative Justin Price, R.I. State Representative Julie Casmiro, and the Town Councils of the Towns of Charlestown, Westerly, Richmond, and South Kingstown.

ADOPTED BY VOTE OF THE TOWN OF EXETER TOWN COUNCIL THIS 6TH DAY OF FEBRUARY, 2017.

Kevin P. McGovern
Town Council President

Daniel W. Patterson
Town Council Vice President

Calvin A. Ellis
Town Council Member

Absent from Meeting

Francis T. Maher, Jr.
Town Council Member

Raymond A. Morrissey, Jr.
Town Council Member

IN WITNESS HEREOF, I HEREBY SET MY HAND AND THE OFFICIAL SEAL OF THE TOWN OF EXETER THIS 6th DAY OF FEBRUARY, 2017.

Lynn M. Hawkins

Lynn M. Hawkins, CMC
Exeter Town Clerk

F-1504 Hawkins_Lynn Exeter RI

TOWN OF EXETER
TOWN CLERK
675 Ten Rod Road
Exeter, RI 02822

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RI 029
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Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

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State of Connecticut
GENERAL ASSEMBLY
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

Received:
APR 28 2017
FRA Exec Sec:
Hancock

April 20, 2017

Patrick T. Warren
Acting Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Acting Administrator Warren,

As the State Senator and State Representative for the towns of Branford and Guilford, we are writing to express our concern over the proposed doubletracking of the rail line between Branford and Guilford. Accordingly, we respectfully request that an official from the Federal Railroad Administration travel to our communities to meet with community members and stakeholders before any further steps are taken to advance this proposal.

As members of the Transportation Committee, we recognize and support the importance of increased infrastructure investments and improvements, especially when it comes to our rail lines. However, many of our constituents were concerned to find out in the last month that the NEC Future Tier 1 plan would include a proposal to double-track the existing track between Branford and Guilford.

While we understand that the NEC Future Tier 1 plan is nothing more than a series of suggestions states and communities *can* consider in the future, we believe it is important for our constituents to hear from you and for you to hear from them before any more plans are further developed.

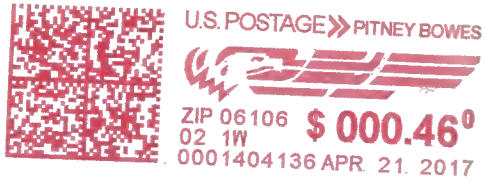
We look forward to hearing back from you at your earliest convenience and thank you in advance for your consideration of this timely request.

Sincerely,

Ted Kennedy, Jr.
State Senator, 12th District

Sean Scanlon
State Representative, 98th District

State of Connecticut
GENERAL ASSEMBLY
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591



Patrick T. Warren
Acting Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

F-1505 Kennedy_Scanlon CT State Senate and Rep

TOWN OF GUILFORD

31 Park Street
GUILFORD, CONNECTICUT 06437
SETTLED IN 1639
www.ci.guilford.ct.us

Received:
MAY - 2 2017
FRA Exec Sec'
Hancock

Joseph S. Mazza
First Selectman

TELEPHONE (203) 453-8015
FAX (203) 453-8467
mazzaj@ci.guilford.ct.us

April 19, 2017

Acting Administrator Patrick Warren
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Acting Administrator Warren,

I write to you to express concern regarding the Federal Railroad Administration proposal to doubletrack the rail lines between the towns of Guilford and Branford, Connecticut. I do support smart, sensible rail transportation within our area that does not negatively impact or disturb the ecology or historic character of the towns along the CT shoreline. The proposal to add a second set of tracks between Branford and Guilford has not taken either of those factors into consideration. It is invasive to our ecological system and would destroy the character of Branford, Guilford and towns east of Guilford. Also, doubletracking could lead to the destruction of communities, could possibly endanger historic areas, and impose economic hardship to our residents and commercial establishments.

I urge you to consider holding public hearings to allow the residents of Branford and Guilford to express their concerns and opinions.

Thank you for your time and consideration.

Sincerely,
Joseph S. Mazza
First Selectman
kkq

CC: Board of Selectmen, Town of Guilford
Jamie Cosgrove, First Selectman, Town of Branford
Representative Rosa DeLauro
CT State Representative Sean Scanlon
CT State Representative Ted Kennedy

TOWN OF GUILFORD
TOWN HALL - 31 PARK STREET
GUILFORD, CT 06437
SETTLED IN 1639

TO Hancock

Usual response.

HARTFORD
CT 061
21 APR '17
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0000885300 APR 20 2017
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Acting Administrator Patrick Warren
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

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F-1506 Mazza_Joseph Guilford CT