Commissioner Redeker,
Our members and staff have read with interest the Draft NEC Tier 1 EIS and have several questions concerning some of the alternatives. I am certain additional questions will be raised as the study makes its way through the review process, but I wanted to get these questions to you as soon as possible in your capacity as Chairman of the NEC Future Commission:

NEC Future Tier 1 Draft EIS
Clarification of the Alternatives 1-3

Alternative 1
Pages 4-63 to 4-64

4.7.2.4 Connecticut

"Two new segments adjacent to the existing NEC in Fairfield County. The western segment is on aerial structure, adjacent to the existing NEC near Stamford Station. "

Question:

Please clarify the alignment of the aerial structure. Is this structure within the existing rail ROW in Greenwich and Stamford? Please include a diagram of the representative aerial structure.

"The eastern segment is parallel to the existing NEC between Noroton Heights Station and near Green's Farms Station, near the Saugatuck River. Most of this segment is north of the existing NEC, parallel to I-95 and inland from the coast."

Question:

Please clarify the alignment.

Are segments parallel to the existing NEC within the existing rail ROW?

Are segments parallel to I-95 within the I-95 ROW? Is there an impact on any current or future plans to widen I-95?

"New, two-track segment beginning east of Old Saybrook Station, shifting north of the existing NEC, crossing the Connecticut River on aerial structure in Old Lyme, and 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 existing NEC into Westerly, Rhode Island (Figure 4-13)."
Please clarify ROW impacts.

Alternative 2

Pages 4-69

"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 Green's Farms Rail Station."
Please clarify ROW impacts. Is the proposed structure within the I-95 ROW? What factors determine if project is on embankment or aerial structure?

- Alternative 2 diverges from the existing NEC at New Haven, and continues inland on new infrastructure to Providence, RI, via Hartford, CT. Beginning in New Haven, CT, Alternative 2 continues north at-grade or embankment, crossing I-91 and the Quinnipiac River through North Haven. The new segment continues at-grade or on embankment north, parallel to I-91 through Wallingford and Meriden entering Hartford County near U.S. Route 5, continuing north through New Britain and Newington. In New Britain, Alternative 2 shifts east toward the City of Hartford, entering downtown Hartford in tunnel and continuing east in tunnel under the Connecticut River to East Hartford. The new segment continues east into Tolland County, shifting northeast, usually in tunnel or embankment, south of Storrs into Windham County, crossing into central Providence

County, RI.

Alternative 3

Pages 4-73 to 4-75

“The following describes the Representative Route of Alternative 3, highlighting the location of the second spine relative to the existing NEC, environmental features, metropolitan areas, and major passenger rail stations.

Alternative 3 is organized into three segments with routing options in two of the three segments as described in Section 4.4.3, providing the FRA with the flexibility to analyze options that would serve various intermediate markets north of New York should the FRA select Alternative 3 as the Preferred Alternative. **Section 4.7.2 describes improvements to the existing NEC under Alternative 3.** Only the second spine separate from the existing NEC is described below. Section 4.7.1 describes the Representative Route for the existing NEC.”

Question:

Please clarify the rationale for including Alternative 3 improvements to existing NEC in the Alternative 2 section.

Thanks you for your assistance.