

Jon Wilson
9 Bowhay Hill Road
Stony Creek, CT 06405

April 14, 2017

Acting Administrator Patrick Warren
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Acting Administrator Warren:

I am writing to respectfully request that you remove the proposed Preferred Alternative new track between Branford and Guilford, CT from the FRA NEC Future Tier 1 plans. My reasoning is as follows:

(1) The Final Environmental Impact Statement (FEIS) references no studies relating to the specific impact of the proposed new tracks. The new track will devastate wetlands, destroy historic sites, bulldoze homes, and severely damage the village of Stony Creek and other neighboring communities.

Without benefit of studying the impact of the new tracks (or for that matter even defining the location of the 150 to 300 foot wide eight mile easement for the new quad track expansion), the FEIS v2 app_e, lists the: Branford Center Historic District, Canoe Brook Historic District, Stony Creek-Thimble Island Historic District, and Guilford Historic District as having: "*Environmental consequences same as existing NEC.*" How, without benefit of studying the impact of the new tracks, can that statement be made? The same cavalier approach seems to have been applied to the wetlands and the potential threat to the thirteen species of fish in the Branford River referred to as a federally managed Essential Fish Habitat.

(2) The FRA NEC Future has held no public meetings in Branford, Indian Neck, Pine Orchard, Stony Creek, or Guilford. Citizens have not been given a fair chance to express their concerns. To my knowledge there was no outreach in any of these at risk communities.

(3) There is no need for such an expansion. Nowhere in the thousand plus page FEIS document (volumes one and two) was there a justification for the new Branford to Guilford track. The only two references to rationalize the quad track expansion are shown below:

- FEIS v1 ch4 p24, describes the "need" in only ten words: "*New tracks to add capacity between Branford and Guilford stations.*" Fact Checking: This is a bogus argument since the population projections for Branford and Guilford show a slight decrease in population; therefore, no increase in capacity is warranted.
- FEIS v1 ch4 p72, has only nineteen words: "*New track between Branford and Guilford, CT. is for coordinated overtaking of Intercity-Corridor trains by Inter-Express trains.*" Fact Checking: There is no need for a "passing lane" since the track classification east of New Haven to Rhode Island only allows Corridor and Express trains to travel at speeds well under their maximum (i.e. A passing lane for an 220mph train to overtake a 150mph train is not required if track classifications limit both to 125mph).

Please remove the Branford to Guilford quad tracking from the FRA NEC Tier 1 Future plans before the FRA moves this expansion from a Preferred Alternative to a Selected Alternative through the Record of Decision process that is now underway. Thank you for your consideration. I look forward to your response.

Sincerely,



Jon Wilson

Stony Creek Association Meeting 5-2-2017

Proposed quad track from Branford to Guilford

Letters and News Coverage (since last meeting)

- **State Representative Lonnie Reed**
- **The Branford Land Trust**
- **U.S. Senator Blumenthal**
- **Guilford First Selectman Joe Mazza**
- **State Senator Kennedy and Representative Sean Scanlon - joint letter**
- **News Coverage from Marcia Chambers (first specific to Branford to Guilford)**
- **U.S. Representative Rosa DeLauro (two e-mails 3-31 and 5-2-2017)**
- **Branford First Selectman Jamie Cosgrove (promised 4-25-2017 not yet received)**

The problem: This should never have been in the plans in the first place. It benefits no one in Branford, Guilford, New Haven, or anyone else in Connecticut. Currently, it is in the "Record of Decision" process and heading from a Tier 1 Preferred Alternative to a Tier 2 Selected Alternative. One step closer to the point of no return.

Unfortunately, if it is approved, CT DOT Commissioner James Redecker will build it.

Letters: If you have already sent a letter to the Federal Railroad Administration, make copies and mail them to Rep DeLauro and Senator Murphy. Five more letters may make a difference.

Thank You

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Jon Wilson

From: "Mangini, Louis" <Louis.Mangini@mail.house.gov>
Date: Tuesday, May 02, 2017 4:49 PM
To: "Jon Wilson" <jonwilsonwriter@gmail.com>
Subject: Rosa FRA letter status

Hello Jon, it was nice speaking to you earlier.

Per our conversation, we are still in the process of sending a letter to the FRA Executive Director Patrick Warren that will relay the concerns of the community with their correspondence attached, ask FRA exactly where in Branford and Guildford they plan to construct this bypass, ask that they consider constructing it elsewhere and asks to come to each community to receive feedback in person.

I do not yet have the language I saw from the Commissioner.

I hope this information is helpful for tonight.

Lou Mangini
Senior Staff
Constituent Services Manager
Congresswoman Rosa DeLauro's Office CT03
louis.mangini@mail.house.gov
Phone 203-562-3718
Fax 203-772-2260

-----Original Message-----

From: Jon Wilson [mailto:jonwilsonwriter@gmail.com]
Sent: Tuesday, April 25, 2017 9:17 AM
To: Mangini, Louis
Subject: Fw: We Need Your Help

4-25-2017

Hi Lou,

Just following up. How is the letter coming?

If you need anything more from us, please let me know.

Best,

Jon