

# *Final State Environmental Impact Evaluation*

**New Railroad Station at City of  
West Haven or Town of Orange**

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**Connecticut Department of Transportation  
Newington, Connecticut**

**June 2007**



# FINAL STATE ENVIRONMENTAL IMPACT EVALUATION

FOR THE

NEW RAILROAD STATION AT CITY OF WEST HAVEN OR TOWN OF  
ORANGE

WEST HAVEN AND ORANGE

NEW HAVEN COUNTY, CONNECTICUT

STATE PROJECT NO. 106-116

Prepared Pursuant to the Regulations of Connecticut State Agencies 22a-1a-1  
through 12, inclusive  
by the

Connecticut Department of Transportation

Approved:



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For Connecticut Department of Transportation



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Date



# Preface

This document is the Final State Environmental Impact Evaluation (FEIE) prepared in accordance with the Connecticut Environmental Policy Act (CEPA) for the three alternatives under consideration for a new railroad station between New Haven and Milford: no action, a station in West Haven, or a station in Orange. The FEIE comprises the combined Draft Federal Environmental Assessment (DEA) and Draft State Environmental Impact Evaluation (DEIE), public comments regarding the DEA/DEIE, responses to public comments, and the Connecticut Department of Transportation's (ConnDOT) selection of a preferred alternative. Appendices C through G have been added as part of the FEIE to report the additional work completed since the DEA/DEIE. The FEIE caps off many years of hard work and pulls together quantitative and qualitative environmental analysis with the concerns of local residents. This evaluation provides decision makers with the essential information they need to select the alternative that best meets the purpose and need of the proposed project.

After an extensive review of the DEA/DEIE findings and all public comments on the DEA/DEIE, ConnDOT has selected the City of West Haven as the recommended location for a new commuter rail station. As part of this recommended action, ConnDOT has also decided to complete the project entirely with State funds. The decision to pursue construction of the West Haven station without federal assistance relieves the State of the need to complete the National Environmental Policy Act of 1969 (NEPA) process. Constructing the new station entirely with State funds reflects the strong local, regional, and state commitment to this project and the desire to add an additional rail station on the Metro-North New Haven Line in the south-central Connecticut region as soon as possible.

As a result of the change in funding strategy, a Federal EA is no longer required since federal funds are no longer being sought. Although the project will not be completed through the Federal process, the environmental impacts of the project have been fully assessed in the DEA/DEIE and environmental impacts of the project will be addressed through the State's CEPA process. Since this environmental document began as a combined EA/EIE, the portions of this document consisting of the DEA/DEIE, public comments to the DEA/DEIE, and responses to those comments all still refer to the combined Federal and State assessment. Despite references to the DEA/DEIE throughout the document, in its final form this document is a Final Environmental Impact Evaluation completed for the State of Connecticut.

The recommendation of the West Haven site does not preclude the construction of a commuter railroad station at the Orange site in the future, as the demand for additional parking and service warrants, and as additional funding becomes available. If ConnDOT, in cooperation with state and local officials, as well as the Federal Transit Administration (FTA), determines that it is prudent and feasible to proceed with the construction of a new railroad station at the Orange site, an appropriate environmental document will be prepared. If funding is provided from combined federal and state sources, joint NEPA/CEPA documentation will be prepared using the information presented in this document as the basis.

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# Executive Summary

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## ES.1 Introduction

This Draft Environmental Assessment/Draft Environmental Impact Evaluation (DEA/DEIE) has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and the Connecticut Environmental Policy Act (CEPA). NEPA establishes a process that requires detailed environmental review for most federally-funded projects. An Environmental Assessment (EA) provides the public and federal, state and local agencies with the assurance that the lead federal and state agencies have evaluated, addressed and documented project-related environmental concerns. The lead federal agency for this review is the Federal Transit Administration (FTA); the lead state agency is the Connecticut Department of Transportation (ConnDOT). The Federal Highway Administration (FHWA) is a cooperating federal agency.

The CEPA regulations require that an EIE be prepared for state actions that may have a significant impact on the environment<sup>1</sup>. This evaluation enables the State agency proposing or funding a project to judge the appropriateness of proceeding with the action in light of its environmental impacts. For each State action covered by CEPA, the sponsoring agency must make a detailed written evaluation of its environmental impact before deciding to undertake or approve the action. Before preparing an EIE, the sponsoring agency must conduct an early public scoping process in order to gather relevant information and comment from other State agencies and the public. The sponsoring agency must consider any comments received and evaluate any substantive issues raised during the public scoping process in the environmental impact evaluation. The environmental impact evaluation must include:

- a description of the proposed action;
- a statement of its purpose and need;
- a description of the environment of the area which would be affected by the proposed action as it currently exists;
- a description and analysis of the reasonable alternatives to the proposed action;

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<sup>1</sup> CEPA regulations define 'environment' as the "physical, biological, social, and economic surroundings and conditions which exist within an area which may be affected by a proposed action including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance and community or neighborhood characteristics

- a discussion of the potential environmental impact of the proposed action; and
- mitigation measures to reduce or eliminate the impact.

This DEA/DEIE presents the environmental and engineering information necessary to satisfy, respectively, the NEPA and CEPA regulatory requirements. Detailed technical information is provided in supporting documentation that is appropriately referenced in this DEA/DEIE. Data summarized in this DEA/DEIE are provided in detail in the technical support documents and reports prepared specifically for this project. These reports and the DEA/DEIE are available upon request for public review at ConnDOT and at the public libraries listed in Chapter 8. This DEA/DEIE evaluates the traffic benefits and impacts, natural resource impacts, economic costs, and environmental consequences associated with potential commuter rail station sites in West Haven and Orange within New Haven County, Connecticut.

No final recommendations for a preferred alternative are made in this DEA/DEIE. During the public comment period, the regulatory agencies, the public, and other interested parties are invited to provide comments on the technical analysis presented in the DEA/DEIE. In addition, public hearings will be conducted by ConnDOT and the FTA during the comment period to solicit comments from agencies and interested parties. All additional information and relevant comments will be evaluated and considered prior to identifying a preferred alternative. At the conclusion of the DEA/DEIE circulation period, a Final Environmental Assessment/Final Environmental Impact Evaluation (FEA/FEIE) will be prepared that will identify and analyze a preferred alternative, which may be one of the alternatives examined in the DEA/DEIE or a different combination of elements. The FEA/FEIE will include a time schedule for implementation of the proposed action. The FEA/FEIE will be made available to the agencies and the public.

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## ES.2 Project Description

The project is known as the West Haven-Orange Railroad Station Environmental Study Initial Design. The scope of the project is to construct a new commuter railroad station that will include a building, platforms, and parking for approximately 1,000 vehicles between the existing stations in New Haven (Union Station) and Milford. There are currently two proposed alternative sites for the construction of the commuter rail station: one in West Haven and one in Orange (Figure ES-1). The year of beneficial use is 2009; the horizon year is 2025.



Regional Transportation System  
West Haven & Orange Alternatives

Figure ES-1

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### ES.3 Purpose and Need

The purpose of the project is to construct a new commuter rail station along the New Haven Line between New Haven and Milford to meet current and future ridership demand. A new commuter rail station is needed because the two existing stations are at capacity and cannot accommodate the current and future demand. The existing unmet parking demand at these two stations exceeds 1,500 spaces (2004). This action is anticipated to provide the following benefits:

- Increase the parking supply on the east end of the New Haven Line to accommodate existing and future riders;
- Improve access to commuter rail for residents of the south central area of Connecticut especially residents of West Haven and Orange;
- Reduce roadway congestion;
- Reduce emissions and fuel consumption associated with Single-Occupant Vehicle (SOV) trips; and
- Meet state and regional transportation planning objectives.

A new commuter rail station is needed to accommodate existing and future commuter rail riders. Improved accessibility to rail and the resulting increase in rail ridership is necessary to reduce single-occupant automobile trips that contribute to roadway congestion and to the emission of air pollutants.

The need for a new commuter rail station is consistent with regional planning objectives. A number of planning documents produced over the past decade (see Section 2.3 of the DEA/DEIE) have cited the need or support the need for an additional train station between New Haven and Milford as a priority transportation improvement for the South Central Connecticut region. Chapter 2 of this DEA/DEIE provides a more detailed explanation of the purpose of, and need for, the proposed project.

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### ES.4 Alternatives Considered

Three alternatives are evaluated in this DEA/DEIE with respect to their transportation benefits, environmental and social impacts, and costs:

- No-Action Alternative
- West Haven Alternative
- Orange Alternative

Several prior studies and legislative actions have identified potential sites in each community. The two specific site alternatives evaluated in this document for analysis resulted from a public planning process that was



completed in 2001. Chapter 4 of the DEA/DEIE provides a detailed analysis of alternatives considered and rejected, as well as a detailed description of the West Haven and Orange Alternatives discussed below.

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#### ES.4.1 No Action Alternative

The No-Action Alternative establishes the base condition which would exist if no further actions were taken. This alternative takes into consideration existing transportation facilities and services and all committed transportation improvement projects. The No-Action Alternative assumes no Federal or state-funded capital improvement projects, rehabilitation, or maintenance projects will be implemented to address the Purpose and Need of this project.

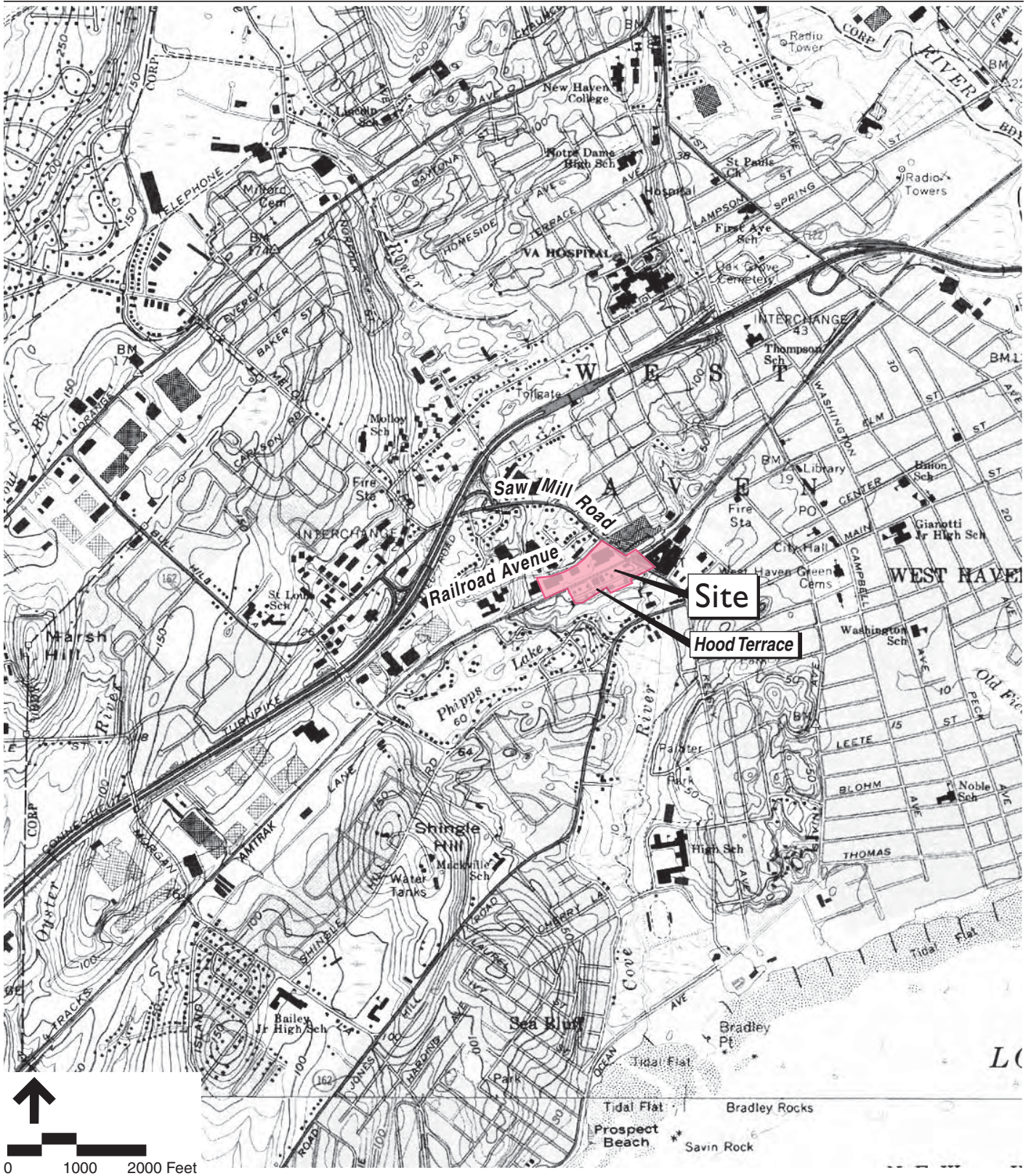
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#### ES.4.2 West Haven Alternative

The West Haven Alternative is approximately 0.75 mile from I-95 Interchange 42. The site is between Saw Mill Road (Route 162), Railroad Avenue and Hood Terrace and is predominantly an urban, developed site (see Figure ES-2). It occupies approximately 8.13 acres and consists of 19 properties (four residential and 14 commercial-industrial properties/buildings and one vacant parcel). If this alternative were selected, the final design would require the taking of all 19 parcels. The site is bisected by the New Haven Line which crosses over Sawmill Road on a bridge. Section 4.4 of this DEA/DEIE provides a detailed discussion of this alternative.

The West Haven Alternative would provide approximately 1,074 parking spaces, and would include these elements:

- Access to the northern portion of the West Haven Station would be from Railroad Avenue and Hood Terrace. Access to the southern parking lot, between Hood Terrace and the rail line, would be from Hood Terrace. Sidewalks would be placed where appropriate to allow safe and efficient pedestrian access. The actual placement of sidewalks would be determined in final design.
- Two new station platforms, one inbound and one outbound; each 1080 feet long by 10 feet wide.
- A pedestrian overpass over the railroad tracks to allow access to both sides of the station site. Pedestrians would also be able to cross under the tracks using the existing sidewalk on Sawmill Road.
- A four-level, above-grade parking structure north of the tracks with 550 spaces.
- A 3000-square foot station building containing a ticket office, a waiting room, restrooms, and a newsstand/kiosk.



Source: USGS Digital Raster Graphic (DRG)

West Haven Alternative

Figure ES-2

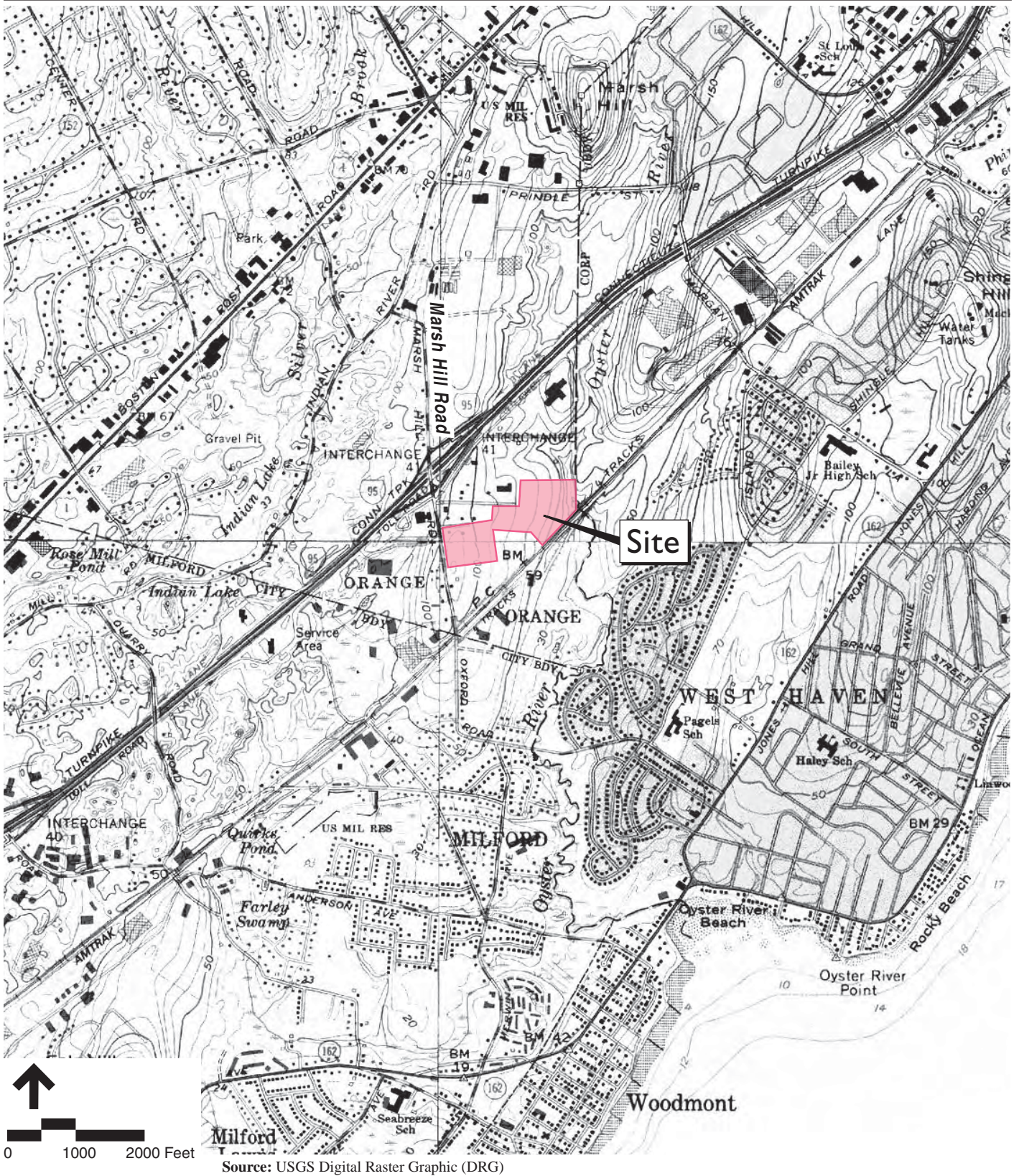
- Two surface parking lots north of the parking structure, with a total of 243 spaces, an access loop with passenger vehicle and bus drop-off lanes, and pedestrian walkways.
- A surface parking lot south of the railroad tracks, with 281 spaces and a small passenger vehicle drop-off area.

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#### ES.4.3 Orange Alternative

The Orange Alternative is approximately 0.25 mile from I-95 Interchange 41 (Figure ES-3), and is described in more detail in Section 4.5 of the DEA/DEIE. The site, which is primarily undeveloped, will be accessed from Marsh Hill Road on a new access road. It is between the New Haven Line, the Oyster River, the Bayer Pharmaceutical campus, and a warehouse. It is approximately 28.1 acres and primarily undeveloped consisting of six parcels including three single-family residences. If this alternative were selected, the final design would require the taking of all six parcels. The Orange Alternative would provide approximately 1,100 parking spaces, and include these elements:

- Access to the Orange Alternative would be from a single entrance on Marsh Hill Road immediately south of Salemme Drive, an existing cul-de-sac serving six residential properties. Access to Salemme Drive would be relocated from Marsh Hill Road to the new site access road in order to maintain only one access point from Marsh Hill Road.
- Two new station platforms, one inbound and one outbound; each 1080 feet long by 10 feet wide.
- A pedestrian tunnel under the railroad embankment connecting the outbound platform with the parking and station building.
- A 470-space, four-level parking structure north of the inbound platform. Several levels would be below the level of the station platforms due to the site topography.
- A 3000-square foot station building containing a ticket office, a waiting room, restrooms, and a newsstand/kiosk.
- An access loop roadway consisting of passenger vehicle and bus drop-off lanes and pedestrian walkways.
- Three separate surface parking areas totaling 630 spaces.
- Two new cul-de-sacs from the north side of the station access roadway that would provide access to properties on Salemme Lane.
- A gated driveway south of the railroad, providing emergency access to the outbound (eastbound) platform from Conair Drive.



Orange Alternative

Figure ES-3

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## ES.5 Comparison of Alternatives

This section compares the No-Action, West Haven and the Orange Alternatives and associated environmental, transportation, and cost impacts. If an environmental resource or category does not appear in this section, then the resource is not present at either of the proposed station site alternatives or is not likely to be affected by construction of a new commuter rail station at either station site alternative. Refer to section 5.2 for a summary of the resources eliminated from further consideration. Chapter 5 of this DEA/DEIE provides a detailed description of the environmental consequences of each alternative.

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### ES.5.1 Transportation Consequences

The West Haven Alternative is predicted to attract more than 1,600 daily inbound boardings in 2009 and approximately 1,950 daily inbound boardings in 2025. Most of these boardings are anticipated to be diverted from the existing New Haven and Milford stations, with a small number of new transit trips. In 2009, 19 percent (308) of the daily boardings associated with the West Haven Alternative are projected to be new transit trips diverted from single-occupancy vehicles. In 2025, 23 percent of the daily boardings (450 trips) are projected to be new transit trips. Section 4.4.4 of the DEA/DEIE provides additional analysis of ridership.

The Orange Alternative is predicted to attract approximately 1,800 daily inbound boardings in 2009, the year of beneficial use, and approximately 2,100 daily inbound boardings in 2025. The 2025 horizon year was chosen via consultation with State transportation planners and is intended to provide the 20 year planning horizon as required by the FTA's Planning and Project Development guidelines. Most of these boardings are anticipated to be diverted from the existing New Haven and Milford stations, with a small number of new transit trips. In 2009, 12 percent (215) of the daily boardings associated with the Orange Alternative would be new transit trips diverted from single-occupancy vehicles. In 2025, 15 percent of the daily boardings (318 trips) would be new transit trips. Section 4.5.4 of the DEA/DEIE provides additional analysis of ridership. Table ES-1 summarizes the transportation effects of these alternatives.

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### ES.5.2 Cost Consequences

Based on the current site sketches and design assumptions developed for the two build alternatives as part of this study, ConnDOT estimates that the overall capital cost (2008 dollars) for the West Haven Alternative is \$66.56 million (see Section 4.4.5) and the Orange Alternative is \$71 million (see

Section 4.5.5). Table ES.5-1 summarizes the costs of each alternative. The two largest components of the cost at either site are the railroad-related (track, signals and communications, electrification) and the architectural-related (station building, parking garage, platforms, and cross-track access) elements. Although land acquisition is needed for station construction, adequate railroad right-of-way is available and no additional right-of-way is needed. The cost estimates include all land acquisition.

**Table ES.5-1 Comparison of Alternatives**

	West Haven	Orange
<b>SITE CHARACTERISTICS</b>		
Site Area	8.13 acres	28.1 acres
Pedestrian Access Across Tracks	Overpass	Tunnel
Station Building Size	3,000 square feet	3,000 square feet
Parking Spaces (surface)	525	631
Parking Spaces (structure)	550	470
Total Parking	1,074	1,100
<b>TRANSPORTATION CONSEQUENCES</b>		
Total Daily Inbound Boardings (2009)	1,620	1,790
New Daily Transit Trips (2009)	308 (19%)	215 (12%)
Total Daily Inbound Boardings (2025)	1,955	2,120
New Daily Transit Trips (2025)	450 (23%)	318 (15%)
<b>COST CONSEQUENCES (2008 dollars)</b>		
Total Capital Cost (w/ property acquisitions)	\$66.56m	\$71m
Annualized Capital Cost	\$5.16m	\$5.42m
Annual Operating Cost	\$1.15m	\$1.08m
Net Annualized Cost	\$3.51m	\$4.08m

**ES.5.3 Environmental Consequences**

This DEA/DEIE evaluates the environmental consequences of each alternative. Chapter 5 of the DEA/DEIE provides a detailed analysis of the direct, indirect, and cumulative effects of each alternative on air quality, noise, land use/social and economic impacts, environmental justice, visual, archaeological resources, wetlands and floodplains, water quality, wildlife/threatened and endangered species, public safety and security, and hazardous materials and contaminated sediments, and evaluates consistency with Connecticut’s Coastal Zone Management Program. Chapter 5 also identifies potential measures to mitigate adverse impacts. Specific mitigation measures to address impacts of the locally preferred alternative will be identified in the EA/FEIE. Tables ES.5-2 – ES.5-4 summarize the environmental impacts associated with each alternative.

**Table ES.5-2 Environmental Impacts: No-Action Alternative**

<b>Resource</b>	<b>Impact Synopsis</b>	<b>Mitigation</b>
Traffic	7 intersections would fail (LOS E or F)	Modify lane configurations and optimize cycle length and timings
Air Quality	No impact	None required
Noise	Noise levels in areas adjacent to each station alternative would be higher than with the Build alternative	None required
Land Use	No impact	None required
Economic	No redevelopment stimulus or benefits to either community	None required
Environmental Justice Populations	No Impact	None required
Visual Impacts	No impact	None required
Historic Resources	No impact	None required
Archaeological Resources	No impact	None required
Wetlands	No impact	None required
Floodplains	No impact	None required
Water Quality	Untreated stormwater would continue to be discharged at both sites	None required
Wildlife / Threatened and Endangered Species	No impact	None required
Coastal Zone Consistency	No impact	None required
Energy	Higher energy usage due to increased VMT and gasoline usage	None required
Public Safety and Security	No impact	None required
Hazardous Materials & Contaminated Sediments	No impact – any soils or groundwater containing oil or hazardous material would remain	None required
Construction Impacts	No short-term impacts as a result of construction	None required
Secondary Impacts	No stimulus to development or redevelopment	None required

**Table ES.5-3 Environmental Impacts: West Haven Alternative**

<b>Resource</b>	<b>Impact Synopsis</b>	<b>Mitigation</b>
Traffic	2 additional intersections would fail (LOS E or F)	Modify lane configurations and optimize cycle length and timings
Air Quality	No adverse effect	None required
Noise	Reduces noise in comparison to the No-Action Alternative	None required
Land Use	19 property takings / relocations anticipated	No mitigation required with the exception of relocations
Economic	Likely to stimulate redevelopment in vicinity of the station	None required
Environmental Justice Populations	No disproportionate adverse effects	None required
Visual Impacts	Minor – views of station in industrial area	None required
Historic Resources	No historic resources	None required
Archaeological Resources	No archaeological resources	None required
Wetlands	No wetland impacts	None required
Floodplains	No impact	None required
Water Quality	Beneficial – would improve quality of runoff and reduce runoff rates	None required
Wildlife / Threatened and Endangered Species	No impact	None required
Coastal Zone Consistency	Design to be consistent	None required
Energy	Reduces vehicle-miles traveled and gasoline usage	None required
Public Safety and Security	Will be compliant with homeland Security / FTA guidance. Accessible by emergency vehicles.	None required
Hazardous Materials & Contaminated Sediments	Likely to encounter during construction	Task 210 investigations would determine extent of contamination. Removal, transport and disposal by licensed contractor
Construction Impacts	Potential short-term impacts to traffic, noise, air quality, water quality, hazardous materials and contaminated soils	Efficient Traffic Management Plan. Noise, air and water BMPs. Health and Safety Plan for hazardous materials
Secondary Impacts	Potential to redevelop a previously-developed area; beneficial economic effects	None required



**Table ES.5-4 Environmental Impacts: Orange Alternative**

<b>Resource</b>	<b>Impact Synopsis</b>	<b>Mitigation</b>
Traffic	1 additional intersection would fail (LOS E or F)	Modify lane configurations and optimize cycle length and timing
Air Quality	No adverse effect	None required
Noise	Reduces noise in comparison to the No-Action Alternative	None required
Land Use	6 property takings / relocations	No mitigation required with the exception of relocations
Economic	No secondary development likely under current zoning	None required
Environmental Justice Populations	No disproportionate adverse effects	None required
Visual Impacts	Minor – views of station in industrial area	Planting of screening vegetation
Historic Resources	Additional studies required if site is selected	A Section 4(f) evaluation shall be prepared and approved by FTA legal council prior to final design
Archaeological Resources	Potential for impact to archaeological resources	May include measures to remove and catalogue pertinent material or extensive documentation of site
Wetlands	Would fill 2,300 SF of wetland and culvert, 560 LF of ditch	Specific measures to be developed during the permit process with applicable regulatory agencies
Floodplains	No impact	None required
Water Quality	Increased stormwater runoff rates and increased generation of pollutants from vehicles	Stormwater designed using BMPs and appropriate treatment technologies to reduce hydrocarbons and solids
Wildlife / Threatened and Endangered Species	Negligible wildlife habitat loss. Site construction will preserve riparian habitat. Further coordination with DEP required for state-listed species near this site.	Measures would be developed in consultation with CTDEP Wildlife Division
Coastal Zone Consistency	Design to be consistent	None required
Energy	Reduces vehicle-miles traveled and gasoline usage	None required
Public Safety and Security	Will be compliant with homeland Security / FTA guidance. Accessible by emergency vehicles.	None required
Hazardous Materials & Contaminated Sediments	Not likely to encounter during construction	None required
Construction Impacts	Potential short-term impacts to noise, air quality, water quality, wetlands, hazardous materials and endangered species	Noise, air and water BMPs. Health and Safety Plan for hazardous materials. Construction perimeter fencing.
Secondary Impacts	Potential to induce development in the vicinity of the proposed station (along Marsh Hill Road)	None required – traffic impacts would be minor and would not increase origin / destination traffic

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## Traffic

Traffic mitigation measures to address projected background traffic growth anticipated in the No-Action Alternative would be required for the study area intersections. In addition, traffic mitigation measures would be required for the West Haven Alternative and Orange Alternative for both the year of beneficial use (2009) and the horizon year (2025) to reduce the projected impact of station site-generated traffic (see Section 5.3 of the DEA/DEIE). Anticipated traffic impacts for the No-Action, West Haven, and Orange Alternatives for both the year of beneficial use (2009) and the horizon year (2025) are summarized below and in Table ES.5-5. In addition to these long-term intersection impacts, short-term and transient impacts could occur at each site as a result of construction vehicles entering or leaving the site.

### No-Action Alternative

The No-Action Alternative identifies the future projected traffic operations at the ten study area intersections in West Haven and nine study area intersections in Orange for 2009 and 2025. In West Haven, the future No-Action analysis indicates that a total of four of the 10 intersections are projected to operate at an overall failing level of service (LOS E or F) in 2009 and seven of the 10 intersections are failing in 2025. The intersections are:

- Route 162 & I-95 SB Ramps (2025)
- Route 162 & York Street (2009 & 2025)
- Route 162 & Railroad Avenue (2025)
- Route 162 & Hood Terrace (2009 & 2025)
- Route 162 & Elm Street (2009 & 2025)
- Route 162 & Main Street (2009 & 2025)
- Elm Street & Campbell Avenue (2025)

In Orange, two of the nine intersections are projected to operate at an overall failing level of service (LOS E or F) in 2009 and six of the nine intersections are failing in 2025. The intersections are:

- Marsh Hill Road at I-95 Southbound ramps (2025)
- Marsh Hill Road at I-95 Northbound ramps (2009 & 2025)
- US Route 1 at Lambert Road (2025)
- Marsh Hill Road at Indian River Road (2025)
- Merwin Avenue at Anderson Avenue (2025)
- Oxford Road at Merwin Avenue (2009 & 2025)

**Table ES.5-5 Summary of Traffic Impacts (LOS)**

	2009				2025			
	No-Action		Build		No-Action		Build	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>WEST HAVEN INTERSECTIONS</b>								
<b>Signalized Locations:</b>								
Allings Crossing at Frontage Rd	B	B	B	B	B	B	B	B
Route 162 at I-95 SB	C	D	C	D	D	E	D	E
Route 162 at I-95 NB	C	C	C	C	D	D	D	D
Route 162 at Railroad Ave	B	D	B	F	B	E	B	F
Route 162 at Elm Street	B	F	C	F	C	F	D	F
Route 162 at Main Street	D	E	D	E	E	F	F	F
Elm Street at Campbell Ave	B	D	C	D	C	F	C	F
Main St at Campbell Ave	B	B	B	B	B	B	B	B
<b>Unsignalized Locations:</b>								
Route 162 at York St	C	E	D	F	D	F	E	F
Route 162 at Hood Terrace	n/a	F	B	F	n/a	F	B	F
<b>ORANGE INTERSECTIONS</b>								
<b>Signalized Locations:</b>								
Marsh Hill Rd at I-95 NB	D	D	D	D	E	E	E	F
Marsh Hill Rd at I-95 SB	E	E	F	F	F	F	F	F
Route 162 at Woodmont Ave	B	B	B	B	B	C	B	C
Route 1 at Lambert Rd	C	D	C	D	D	E	C	E
Marsh Hill Rd at Indian River Rd	B	D	B	D	D	E	B	E
Merwin Ave at Anderson Ave	D	C	D	C	F	D	F	D
<b>Unsignalized Locations:</b>								
<b>Marsh Hill Road &amp; Salemme Lane</b>								
Southbound (Marsh Hill Rd)	B	A	C	A	B	B	D	B
Westbound (Salemme Lane)	C	C	F	F	B	N/A	F	F
<b>Oxford Road &amp; Merwin Avenue</b>								
Eastbound (Oxford Road)	B	F	C	F	C	F	C	F
Westbound (Oxford Rd)	E	B	F	B	F	B	F	B
Northbound (Merwin Ave)	E	B	F	B	F	C	F	C
<b>Woodmont Road &amp; Benham Hill Road</b>								
Westbound (Woodmont Rd)	B	A	B	A	B	A	B	A
Southbound (Benham Hill Rd)	A	A	A	A	A	A	A	B

- Notes: 1 LOS D is considered acceptable in an urban environment  
 2 LOS E and F are considered unacceptable (failing) in an urban environment

**West Haven Alternative**

In 2009, a total of five intersections are projected to fail (LOS E or F) with the West Haven Alternative. A total of seven intersections are projected to fail by

the 2025 horizon year. In both cases, two of the locations fail as a direct result of this alternative. Three intersections in 2009 and five intersections in 2025 operate at failing levels of service in the No-Action Alternative. Operations at these intersections would deteriorate as a cumulative impact of this alternative.

For both the 2009 and 2025 analysis years, the two intersections that warrant improvements as a direct result of the West Haven Alternative are the two access points to the station:

- Route 162 at Railroad Avenue
- Route 162 at Hood Terrace

Mitigation measures would allow these two intersections to function at an acceptable level of service. Other measures such as signal timing and roadway and pavement marking modifications would be required to mitigate the cumulative effects of this alternative at the other five intersections. These measures assume that the necessary improvements to address the No-Action deficiencies have been implemented.

### **Orange Alternative**

In 2009, a total of three intersections are projected to fail (LOS E or F) with the Orange Alternative. A total of seven intersections are projected to fail by the 2025 horizon year. In both cases, one location fails as a direct result of this alternative. Two intersections in 2009 and six intersections in 2025 operate at failing levels of service in the No-Action Alternative. Operations at these intersections would deteriorate as a cumulative impact of this alternative.

For both the 2009 and 2025 analysis years, the intersection that warrants improvements as a direct result of the Orange Alternative is the access points to the station:

- Marsh Hill Road at Salemme Lane

Mitigation measures would allow this intersection to function at an acceptable level of service. Other measures such as signal timing and roadway and pavement marking modifications would be required to mitigate the cumulative effects of this alternative at the other six intersections. These measures assume that the necessary improvements to address the No-Action deficiencies have been implemented.

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### **Air Quality**

The results of the microscale analysis for both the West Haven and Orange Alternatives (See Section 5.4 of the DEA/DEIE) demonstrate that the highest carbon monoxide (CO) concentrations within the proposed study areas satisfy the State Implementation Plan (SIP) criteria. All the 2009 and 2025 No-Action Alternative, 2009 and 2025 West Haven Alternative CO concentrations

(both 1- and 8-hour values), and all the 2025 Orange Alternative CO concentrations (both 1- and 8-hour values) are below the National Ambient Air Quality Standards (NAAQS).

Federal regulations concerning the conformity of transportation projects developed, funded or approved by the USDOT and by metropolitan planning organizations (MPOs) are contained in 40 CFR 93. The Proposed Action (project) is included in the South Central Regional Council of Government's current Long Range Plan but is not included in their Transportation Improvement Program (TIP).

In accordance with 40 CFR 93.115(a), the applicable criteria and procedures for determining the conformity of a project which is not from a conforming Transportation Plan and TIP are listed in Table 1 of 40 CFR 93.109(b). Each of these criteria has been determined to be satisfied for the Proposed Action. The construction of the proposed project will result in short-term, transient emissions of dust and emissions from construction equipment could affect air quality in the vicinity of either alternative during construction, but they are not expected to result in adverse air quality impacts.

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## Noise

Neither the proposed West Haven nor Orange Alternatives would result in adverse noise impacts (see Section 5.5 of the DEA/DEIE). For the West Haven Alternative, the sound levels in the vicinity of the proposed rail station were predicted to be 58 decibels (dBA), which is seven dBA lower than the existing conditions. Based on FTA Criteria, an existing day-night level (Ldn) of 65 dBA and a project Ldn of 58 dBA is considered no impact. For the Orange Alternative, the sound levels in the vicinity of the proposed rail station were predicted to be 48 dBA, which is 8 dBA lower than the existing (No-Action) conditions. Both reductions are due to lower train speeds and the proposed track improvements. Based on FTA Criteria, an existing Ldn of 56 dBA and a project Ldn of 48 dBA are considered no impact. Each alternative will reduce noise levels in the vicinity of the station. During the construction period, either alternative could result in temporary, short-term increases in noise from construction equipment.

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## Land Use/Social and Economic Impacts

Either Build Alternative would require the taking of property (see Section 5.6 of the DEA/DEIE). The West Haven Alternative would require the taking of more individual parcels but less acreage than the Orange Alternative. Specifically, the West Haven Alternative would require taking 19 parcels totaling 8.13 acres, including four residences, 14 businesses and one vacant lot occupying approximately 120,000 square feet of commercial/industrial space.

The Orange Alternative would require land takings of six parcels or portions of parcels totaling approximately 28.1 acres, including three single family homes and an older warehouse/industrial building.

Due to the predominantly industrial nature of development in the immediate vicinity of both the West Haven and Orange Alternatives, no direct adverse impact is expected to community cohesion or access to any community resources and institutions. The availability of rail service in either West Haven or Orange would improve access to transportation options and improve access to job opportunities in the region.

The economic analysis of the West Haven Alternative concluded that the proposed station would be likely to stimulate redevelopment and reuse of properties in the immediate area of the station. Adverse economic impacts could include short-term loss of employment for the 11 businesses to be relocated. There would be a negligible effect on municipal taxes.

The economic analysis of the Orange Alternative concluded that the proposed station would not stimulate development in the immediate area of the station unless the land were re-zoned from industrial to commercial/retail or residential use. There would be a negligible effect on municipal taxes.

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#### Environmental Justice

Neither the West Haven nor the Orange Alternative is located in an area with a minority or low-income population. Therefore, neither alternative would have a disproportionate adverse impact on a minority or low-income population (see Section 5.7).

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#### Visual Impact

There is no adverse visual impact associated with the West Haven Alternative (see Section 5.8 of the DEA/DEIE). The proposed project would have a neutral or positive impact by redeveloping the site and adding landscaping. The visual impacts for the Orange Alternative would be the view from the residential neighborhood looking toward the top of the garage and pedestrian overpass (the garage is built into the embankment) and there would be a minor effect on views of the new access roadway from Marsh Hill Road. This visual impact is consistent with the industrial setting that exists today.

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#### Historic and Archaeological Resources

The CT State Historic Preservation Office (SHPO) has determined that the West Haven Alternative (letter dated April 29, 2004) would have no effect on

historic, architectural, or archaeological resources (see Section 5.9 of the DEA/DEIE). The SHPO however, has determined that the Orange Alternative possesses a moderate to high sensitivity for prehistoric and historic archaeological resources. ConnDOT is committed to undertaking the appropriate archaeological reconnaissance surveys to identify and evaluate archaeological resources which may exist at this site or be affected by construction, including equipment storage and associated work areas. Should the Orange Alternative be selected as the preferred alternative, ConnDOT would conduct the requested additional study prior to completing the FEA/FEIE.

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### Wetlands and Floodplains

There are no wetlands or 100-year floodplains associated with the West Haven Alternative (see Section 5.10 of the DEA/DEIE). At the Orange Alternative, the proposed station access roadway would impact approximately 2,300 square feet of wetlands. This impacted area was created by former excavation and has little functional value. The disturbance is unavoidable without significantly impacting adjoining residential or industrial developments and is not prudent in light of the disturbed nature of this wetland and general lack of wetland functions and values. The limits of wetland areas were flagged by ConnDOT wetland scientists. The determination that it is not prudent to avoid the wetland disturbance is based on best professional judgment and extensive experience working with local, state and federal regulatory authorities. Impacts were minimized by crossing this wetland at its narrowest point and in the most disturbed portion. Should the site be selected and as coordinated with DEP, an appropriately sized culvert will be installed to maintain hydrology between the wetland areas.

The proposed station building and garage would impact approximately 560 linear feet (9,800± square feet) of a drainage ditch. The primary function of this drainage ditch, conveyance of stormwater, would be retained with an appropriately designed culvert to allow stormwater to pass under the proposed station. Transient, short-term impacts to wetlands, including the discharge of silt or sediment, could occur as a result of construction activities, in the absence of mitigation.

The proposed station design results in minimal direct and cumulative adverse impacts to aquatic resources. The relatively small areas of wetland and intermittent watercourse (functionally a drainage ditch) impact are existing degraded resources. A minimum 120-foot non-disturbance buffer would be retained between the Oyster River riparian system and the surface parking lot.

Wetland impacts of the Orange Alternative total 0.05± acre (2,300± square feet) and would require permitting under the Connecticut Inland Wetlands

and Watercourse Act and may be eligible for the Department of the Army Connecticut Programmatic General Permit (Permit No: GP-41) as a Category II type activity.

The Orange Alternative is not located in the 100-year floodplain. The proposed limit of fill is above elevation 28, the estimated 100-year base flood elevation of the Oyster River at this location.

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### Water Quality

The West Haven Alternative would convert primarily developed land into the station facilities and paved parking lots (see Section 5.11 of the DEA/DEIE). Construction would decrease the impervious surface and stormwater runoff, because the amount of landscaped area would increase. A closed drainage system would be constructed. Stormwater would be collected from the paved surfaces through a series of catch basins and conveyed through a closed pipe system to an appropriate discharge location. The system would be designed in accordance with appropriate manuals and guidelines. Effects of this alternative would be beneficial because of the reduction in rate of discharge, and because the storm drainage system will be designed in conformance with appropriate manuals and guidance documents.

The Orange Alternative would convert primarily undeveloped land into impervious surface. Stormwater would be collected in a closed drainage system, in which water from the paved surfaces would drain through a series of catch basins and be conveyed through a closed pipe system to a detention facility which would discharge to the Oyster River. The storm drainage system would be designed in conformance with appropriate manuals and guidance documents. The Oyster River is currently classified by CTDEP as Class B/A and may not meet Water Quality Criteria. The water quality goal is to achieve Class A Criteria and designated uses.

Either alternative could result in temporary, short-term discharge of silts and sediment to surface waters during the construction process. Indirect and secondary impacts potentially include impacts to water quality downstream of either site at the ultimate receiving body, Long Island Sound, as a result of increased contaminants or suspended solids in stormwater runoff. Neither alternative is anticipated to affect water quality in Long Island Sound, because appropriate best management practices (BMP) such as sediment control and treatment technologies would be implemented in the design and construction of the facility to minimize its impact on water quality. Actual impacts will be determined during final design when the footprint of the future facility and stormwater management features are designed.



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### Wildlife/Threatened and Endangered Species

The West Haven Alternative would not affect wildlife habitat or any Endangered, Threatened, Special Concern species or Significant Habitat (see Section 5.12 of the DEA/DEIE). Therefore, this alternative would not adversely affect wildlife or directly impact known significant natural communities or known localities of state-listed rare species.

Direct effects of the Orange Alternative include minor habitat loss, primarily affecting species tolerant of human disturbance. As the station would be constructed adjacent to an existing railroad, industrial development and nearby roadway, indirect effects are expected to be minimal since development already deters many wildlife species from the area, and the site is not part of a significant undeveloped grassland or forest block. The indirect effect would be to displace some individuals and increase competition for suitable habitat among species with small home ranges and high population levels. Since wildlife tend to avoid roadways and areas adjacent to roadways, the station will likely displace some individual members of the various wildlife populations in the station areas causing increased competition for nearby suitable habitat.

CTDEP has determined that a state species of special concern, the eastern box turtle, has been found in the vicinity of the Orange Alternative. An assessment for potential box turtle habitat was conducted on October 13, 2004. Although the time of year of the visit lessened the chances of direct visual observation (no eastern box turtles were observed), cover types, microhabitat communities, and indirect evidence of the presence of the eastern box turtle were used to determine the presence of habitat. The majority of the suitable box turtle year-round habitat is in the southern portion of the site, south of the fence line, and is associated with mature forest habitat along with the riparian area of the Oyster River. These areas contain sufficient vegetation, leaf litter and woody debris to provide overwintering, aestivation, basking and foraging habitat. The remainder of the site provides limited box turtle habitat, as these areas only provide a few types of habitats such as foraging and cover.

As the majority of suitable year round box turtle habitat will remain intact, this alternative is not anticipated to result in adverse impacts to box turtle habitat or populations as documented occurrences of this species are located approximately one half mile upstream and downstream from the site and no occurrence of this species was observed on site. Although the proposed development may result in some loss of suitable habitat, the valuable Oyster River riparian habitat, which the box turtle could potentially use as year round habitat and as a corridor to move to and from preferred habitats, would not be affected as a 120-foot undisturbed riparian buffer would be protected.

At the Orange site, impacts to the box turtle will be minimized and a mitigation plan will be developed in consultation with CTDEP (see Appendix A). As a result, neither Build Alternative will result in a significant adverse impact to Wildlife and Threatened/Endangered Species.

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### Coastal Zone Consistency

Both Alternatives are consistent with the Connecticut Coastal Area Management Plans (see Section 5.13 of the DEA/DEIE). For the West Haven Alternative, the Coastal Resources Map [1979] indicates that the site is located within the Coastal Area. Within the Coastal Area, areas within 1,000± feet of the tidal portion of Cove River, which is located approximately 900 feet south of the site, are within the Coastal Boundary. The portion of the Cove River that flows just south of the site is classified as an inland water resource and is not tidally influenced. However, the Coastal Boundary encroaches onto the southern portion of the site approximately 100 feet north of Hood Terrace. For the Orange Alternative, the site is located within the Coastal Area but not within the Coastal Boundary.

The proposed development at either Alternative is consistent with the policies and procedures of the Coastal Management Act and will not result in adverse impact to characteristics and functions of resources, coastal flooding, coastal water circulation patterns, drainage patterns, patterns of shoreline erosion and accretion, visual quality, water quality, or to wildlife, finfish, or shellfish habitat.

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### Energy

Each of the alternatives would have a beneficial effect on energy usage (see Section 5.14 of the DEA/DEIE). The proposed West Haven Alternative would reduce VMT by 5,526, and would save 266 gallons of gasoline per day in 2009, with a reduction of 8,010 VMT and a savings of 385 gallons of gasoline per day in 2025. The Orange Alternative would reduce VMT by 2,856 and save 137 gallons of gasoline per day in 2009, with a reduction of 4,186 VMT and a savings of 201 gallons of gasoline per day in 2025. Construction at either site could result in temporary, short-term increases in fuel and energy usage to power construction equipment.

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### Public Safety and Security

Each alternative would be consistent with the Homeland Security and FTA requirements and guidelines, and is adequately served by public emergency vehicles (see Section 5.15 of the DEA/DEIE). The West Haven Alternative is approximately 1.5 miles from the police station on Main Street and

approximately 1 mile from the fire station on Elm Street. Both the police and fire departments are on main streets and provide sufficient emergency response times to the proposed station site. The Orange Alternative is approximately 4 miles from the police station on Lambert Road and approximately 3 miles from the fire station on Boston Post Road. Both the police and fire departments are on main streets providing sufficient emergency response times to the proposed station site.

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### Hazardous Materials and Contaminated Sediments

Neither alternative would result in the release of hazardous materials. However, hazardous materials and contaminated sediments could be encountered during construction (see Section 5.16 of the DEA/DEIE). The West Haven Alternative would affect 15 properties listed as having a moderate or high risk rating. Recommendations for future testing were identified as a result of the preliminary study. Additional subsurface investigations would be conducted for these properties, and a comprehensive hazardous materials inspection for asbestos-containing materials, lead-based paint, PCBs, and mercury-containing equipment would be conducted on all structures prior to any demolition activities. The Orange Alternative would not affect any properties with a moderate or high risk rating. A comprehensive hazardous materials inspection for asbestos-containing materials, lead-based paint, PCBs, and mercury containing equipment would be conducted on all structures prior to any demolition activities.

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### Secondary Impacts

Secondary impacts are defined as the impact on the environment of actions that occur as a result of the proposed action, but at a different location or different time. In this EA/EIE, secondary impacts are considered to be the results of induced development - those reasonably foreseeable changes in the areas adjacent to the West Haven or Orange Alternative that would only occur as a consequence of constructing a commuter rail station at either location (see Section 5.17 of the DEA/DEIE).

The West Haven Alternative would redevelop an already developed area. As such, selection of the West Haven Alternative would not result in secondary environmental impacts and could have beneficial effects on water quality and aesthetics, as well as the economy of West Haven. This alternative would have no adverse effects on air quality or noise and would not affect historic resources, wetlands, or wildlife because these resources are not present in the vicinity of the site.

Development of the Orange Alternative is likely to encourage changes in land uses or development patterns in the immediate vicinity of the site. This induced development would largely occur within previously-developed areas. Secondary environmental impacts of induced development in the vicinity of the Orange Alternative could result in minor increases in impervious surface and vehicle traffic/parking. This induced development however, is not likely to result in increased noise or emission of air pollutants.

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### Cumulative Impacts

In the context of past, recent or anticipated projects, the West Haven and Orange Alternatives would not adversely affect the natural, built, or social environment (see Section 5.18 of the DEA/DEIE). The combination of the action's impacts with other impacts (the cumulative impacts of the Proposed Project) would not result in a serious deterioration of environmental functions and would provide benefits to the region by increasing access to rail and diverting SOV trips from the congested, regional and interstate road network to rail. Reasonably foreseeable projects would result in additional, positive benefits in support of regional economic development plans.

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### ES.5.4 Mitigation Commitments

Where either of the station alternatives would result in adverse short-term (construction) or long-term impacts, mitigation procedures have been proposed and would be incorporated into the design of the selected alternative. Construction mitigation procedures would be provided during construction to reduce the effects of temporary construction-related impacts. Specific mitigation procedures are described below.

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#### Traffic

ConnDOT would mitigate for traffic impacts of the West Haven Alternative by improving the following intersections:

Route 162 at Railroad Avenue

- Provide an exclusive left-turn and right-turn lane on the eastbound approach.
- Provide one thru lane and one right-turn lane on the southbound approach of route 162.
- Optimize the cycle length and timings.

Route 162 (Sawmill Road) at Hood Terrace (unsignalized)

- Signalize the intersection

- Provide one shared left-thru lane and one exclusive right-turn lane on the eastbound approach.
- Optimize the cycle length and timings.

Other mitigation procedures such as signal timing and roadway and pavement marking modifications will be provided to address the impacts of background traffic growth. These intersection improvements will improve the LOS to acceptable levels (LOS D or better per the Connecticut State Traffic Commission (STC)) at the following intersections:

- Route 162 & I-95 SB Ramps
- Route 162 & I-95 NB Ramps
- Route 162 & Elm Street
- Route 162 & Main Street
- Elm Street & Campbell Avenue

ConnDOT would mitigate for traffic impacts of the Orange Alternative by improving the Marsh Hill Road at Proposed Site Driveway (unsignalized) intersection, signalizing the intersection and optimizing the cycle length and timings.

Other mitigation procedures such as signal timing and roadway and pavement marking modifications would be implemented by 2009 to address the cumulative impacts of this alternative in combination with background traffic growth. These intersection improvements will improve the LOS to acceptable levels (LOS D or better per the Connecticut STC) at the following intersections:

- Marsh Hill Road and I-95 SB ramps
- Woodmont/Oxford/Merwin Avenue.

By 2025, mitigation procedures such as signal timing and roadway and pavement marking modifications would be implemented to address the cumulative impacts of this alternative and background traffic growth. These intersection improvements will improve the LOS to acceptable levels (LOS D or better per the Connecticut STC) at the following intersections:

- Marsh Hill Road at I-95 Southbound ramps
- Marsh Hill Road at I-95 Northbound ramps
- US Route 1 at Lambert Road
- Marsh Hill Road at Indian River Road
- Merwin Avenue at Anderson Avenue
- Oxford Road at Merwin Avenue (unsignalized)

For either alternative, the maintenance and protection of traffic throughout the construction period would be extensively coordinated with local officials and business owners to avoid or minimize inconvenience. A Traffic Management Plan, including appropriate construction signage and uniformed officers, would be implemented to minimize traffic-related impacts.

A Traffic Management Plan would specify permissible hours of work, off-hauling, and deliveries to minimize disruptions and obstructions to local traffic. Specifying haul routes and establishing staging areas, designating parking areas for construction worker vehicles, establishing site accesses that do not form bottlenecks for local traffic, and providing traffic control as needed would also be included to reduce traffic impacts. Access to businesses at the West Haven Site, (Hood Terrace and Railroad Avenue) and the Orange Site ((Marsh Hill Road and Salemme Drive) would be maintained throughout construction.

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### Air Quality

Direct emissions from construction equipment can be minimized by ensuring that all equipment is properly operated and maintained, and by ensuring that their emissions systems are working properly. In addition, excess idling of construction equipment will be minimized as required by the Regulations of Connecticut State Agencies (RCSA) Section 22a-174-18(b) (3) (c). Potential emissions would also be minimized by implementing an effective traffic management plan that would minimize emissions from congested traffic. Dust can be controlled effectively by treating unpaved areas in the construction zone with water or calcium chloride, covering loads on all open trucks, and seeding all unvegetated areas as soon as practicable.

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### Noise

Construction noise can be minimized through relatively simple and inexpensive measures that can be incorporated into the construction contract. These include requiring that engines be fitted with mufflers, air-powered equipment be fitted with pneumatic exhaust silencers, and noise barriers be used on stationary equipment if necessary. Construction equipment and vehicles would be routed in areas that would cause the least disturbance to people living and working in the area, and hours of work would be restricted to minimize sleep disruptions in the areas with residences. For noise and air quality, truck idling would be kept to a minimum.

The ConnDOT Standard Noise Provision<sup>2</sup> would be included in the construction contract and states the following:

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<sup>2</sup> *Standard Noise Provision*, Connecticut Department of Transportation, January 10, 2005

*“The Contractor shall take measures to control the noise intensity caused by his construction operations and equipment, including but not limited to equipment used for drilling, pile driving, blasting, and excavation or hauling. All methods and devices employed to minimize noise shall be subject to the continuing approval of the Engineer. The maximum allowable level of noise at the nearest residence or occupied building shall be 90 decibels on the “A” weighted scale (dBA). Any operation that exceeds this standard would cease until a different construction methodology is developed to allow the work to proceed with the 90 dBA limit.”*

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### Wetlands and Waterways/Water Quality

The West Haven Alternative would be designed in accordance with applicable design standards and guidance manuals in order to meet the discharge requirements of the CTDEP and to achieve 80 percent removal of total suspended solids (see Section 5.11 of the DEA/DEIE).

The Orange Alternative would be designed in accordance with applicable design standards and guidance manuals. Water control measures such as swirl concentrators or wet detention basins would be designed and implemented to meet the discharge requirements of 80 percent removal of total suspended solids, and additional mitigation measures would be incorporated where feasible. A stormwater detention system would be constructed to mitigate the increased rate of stormwater discharge.

Water quality impacts during construction would be minimized through sound erosion and sediment control practices (BMPs). The Department of Transportation would be required to submit an Erosion and Sediment Control Plan to the CTDEP as part of a Storm Water Discharge Permit. Section 1.10 “Environmental Compliance,” including BMPs from ConnDOT Form 816<sup>3</sup>, *Standard Specifications for Roads, Bridges, and Incidental Construction*, would be followed. All erosion and sediment controls, such as silt fences, hay bales, mulch and soil stabilization blankets would be installed and maintained in accordance with the appropriate regulations and guidance.<sup>4,5</sup> If any dewatering is required to construct building foundations, discharge would be managed in accordance with the appropriate permit requirements.

Permanent, unavoidable, impacts to wetlands at the Orange Alternative would be further minimized during the site design process. Any remaining loss of wetland functions would be mitigated by enhanced stormwater management BMPs or restoration of degraded wetland areas on the site, as discussed in Section 5.10 of the DEA/DEIE.

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<sup>3</sup> *Standard Specifications for Roads, Bridges, and Incidental Construction*, Form 816, Connecticut Department of Transportation

<sup>4</sup> *On-Site Mitigation for Construction Activities*, Connecticut Department of Transportation, 1994

<sup>5</sup> *Connecticut Guidelines for Soil Erosion and Sediment Control Measures*, Connecticut Department of Environmental Protection

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### Hazardous Materials and Contaminated Soils

ConnDOT has developed a specialized contractual system enabling the Department to respond effectively to unanticipated encounters with hazardous or contaminated materials during project construction. Preconstruction sampling protocols, which are implemented at high-risk sites, would be established for certain properties at the West Haven site, based on results of the state sponsored (Task 210) subsurface investigations.

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### Threatened and Endangered Species

Construction activities at the Orange Alternative may result in disturbance to the box turtle. If the site is selected, a specific mitigation plan would be developed in consultation with CTDEP Wildlife Division. Section 5.12 of the DEA/DEIE provides a description of the elements of this mitigation plan, which include daily searching of the site to find and relocate turtles, erecting exclusion fencing to protect turtles from construction activities, and monitoring during construction. Additional mitigation measures to enhance habitat could include constructing sandy nesting areas within the riparian buffer to the Oyster River.

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## ES.6 Permits and Approvals Required

Several state and federal permits and approvals will be required for either the West Haven Alternative or the Orange Alternative. Since this is a state-sponsored project, all local jurisdictions are superseded by the relevant state and federal authorities. As a permit applicant, ConnDOT must obtain the permits and approvals listed below prior to construction.

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### ES.6.1 West Haven Alternative

- A General National Pollution Discharge Elimination System (NPDES) Permit for Stormwater Discharges from Construction Activities, to be issued by CTDEP, is required because the alternative would alter more than one acre of land and would discharge stormwater runoff from construction activities.
- A Clean Air Act Conformity Determination.
- A Coastal Consistency Review, to be issued by Office of Long Island Sound Programs, CTDEP, is required since the site is located in the Coastal Area and a portion of the site is located in the Coastal Boundary.
- A full Major Traffic Generator application to be submitted to the STC.



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## ES.6.2 Orange Alternative

- A General NPDES Permit for Stormwater Discharges from Construction Activities, to be issued by CTDEP, is required because this Alternative would alter more than one acre of land and would discharge stormwater from construction activities.
- A Clean Air Act Conformity Determination.
- A Connecticut Programmatic General Permit (PGP) Category II, to be issued by the USACE, is required for fill in wetlands (CTDEP issues the Water Quality Certification under the PGP).
- A Connecticut State Historic Preservation Office Determination, issued by the State Preservation Officer.
- Inland Wetlands and Watercourses Act Permit, issued by CTDEP, is required for fill in inland wetlands and alteration of surface water resources.
- A Coastal Consistency Review, to be issued by CTDEP, is required since the site is located in the Coastal Area.
- Connecticut General Statutes (Section 26-310(a) - actions by state agencies which affect endangered or threatened species or species of special concern or essential habitats of such species) states that "Each state agency, in consultation with the Commissioner, shall conserve endangered and threatened species and their essential habitats, and shall ensure that any action authorized, funded or performed by such agency does not threaten the continued existence of any endangered or threatened species, or result in the destruction or adverse modification of habitat designated as essential to such species." Mitigation measures would be developed in consultation with CTDEP Wildlife Division, if this alternative was selected to specify feasible and prudent measures and alternatives so that the project would not appreciably reduce the likelihood of the recovery of the eastern box turtle.
- A full Major Traffic Generator application to be submitted to the State Traffic Commission.

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## ES.7 Summary

With mitigation measures in place, no significant adverse impacts are expected to result from either Build Alternative. As previously summarized in Tables ES.5-2 through ES.5-4 pages ES-11 through ES-13, both Build Alternatives are projected to have adverse impacts in several areas. The degree of these impacts varies as does the mitigation required to address the

impact. As noted however, these impacts can be mitigated resulting in the finding of no significant adverse impacts for either Build Alternative.

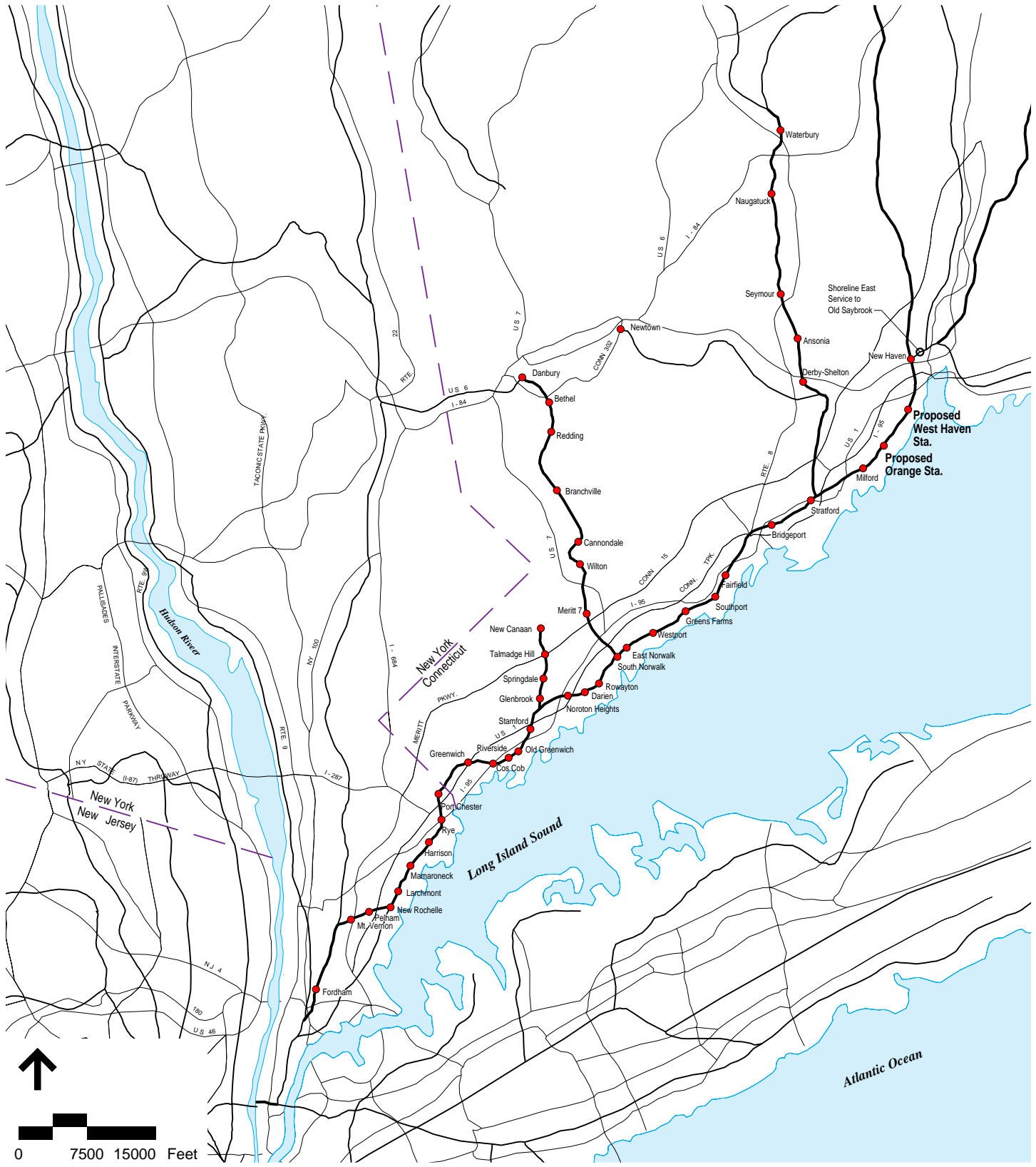
# 1

## Introduction

The Connecticut Department of Transportation (ConnDOT) has recognized the need to develop a new commuter rail station along the east end of the New Haven Line between the existing Milford and New Haven stations. The New Haven Line is owned by ConnDOT and operated by Metro North Railroad. The New Haven Line commuter rail service carries over 70,000 passengers a day from the 35 stations located in Connecticut between New Haven and Greenwich and on its three branches to New Canaan, Danbury, and Waterbury. Approximately 17,000 parking spaces (2004) are available at the 35 stations.

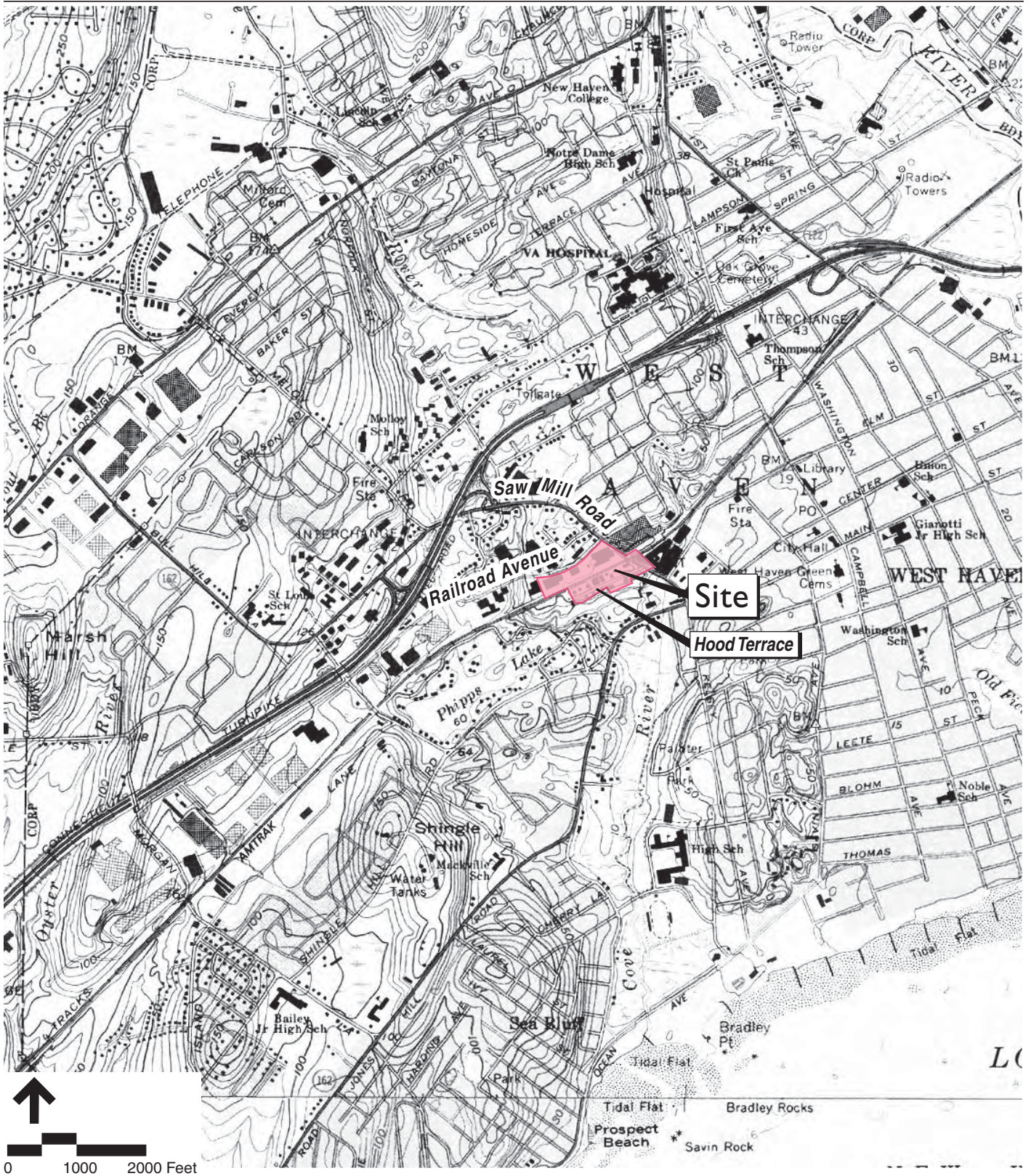
The Proposed Action is to construct a new commuter rail station that will include building, platforms, and parking for approximately 1,000 vehicles, between the existing stations in Milford and New Haven. At present, the 10 miles between these two stations is the longest gap in the New Haven Line system. The action is needed to provide additional access to the New Haven Line commuter rail service between these stations, which are currently over capacity, and to help reduce traffic along the over-capacity Interstate 95 (I-95) corridor by increasing the number of patrons using the New Haven Line service. The identification of potential sites for the commuter station has been the subject of several studies and legislative actions. Both communities (West Haven and Orange) support the construction of a commuter rail station.

This Draft Environmental Assessment/Draft Environmental Impact Evaluation (DEA/DEIE) examines two proposed station sites at two separate locations for the construction of the commuter rail station: West Haven and Orange. Figure 1-1 shows the two alternative sites within the context of the regional transportation system. The West Haven Alternative is approximately 0.75 mile from the I-95 Interchange 42 (Figure 1-2). The site is bounded by Saw Mill Road, Railroad Avenue and Hood Terrace and is an urban, developed site. The Orange Alternative is approximately 0.25 mile from the I-95 Interchange 41 (Figure 1-3). The site, which is primarily undeveloped, would be accessible from Marsh Hill



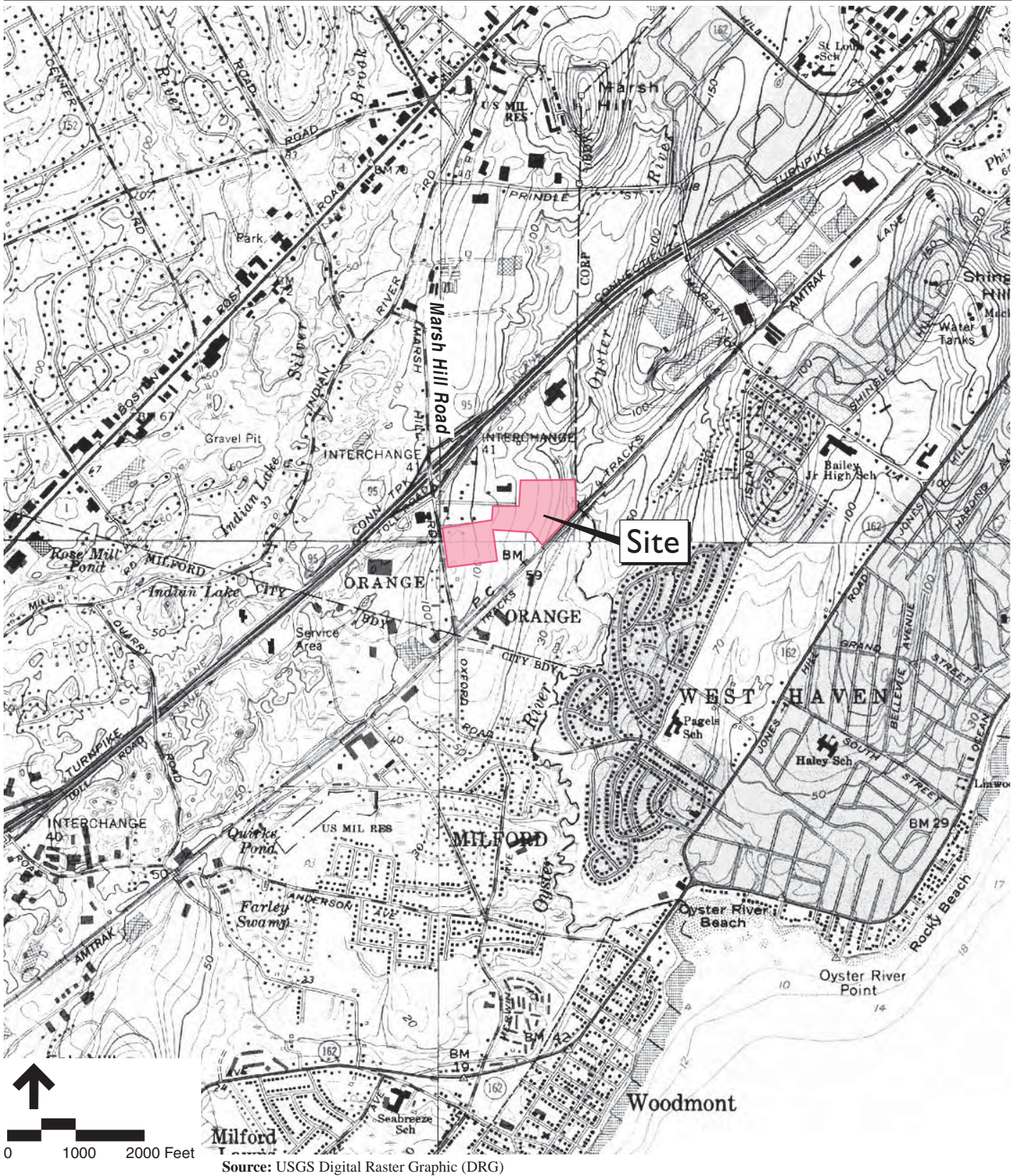
Regional Transportation System  
West Haven & Orange Alternatives

Figure 1-1



West Haven Alternative

Figure 1-2



Orange Alternative

Figure 1-3

Road. This DEA/DEIE considers the impacts and benefits of each proposed site as well as the No-Action Alternative.

This DEA/DEIE has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and the Connecticut Environmental Policy Act (CEPA). Specifically, it has been prepared pursuant to the rules and regulations of the National Environmental Policy Act of 1969 (as amended); 40 CFR Parts, 1500-1508, and the Federal Highway Administration's (FHWA) Environmental Impact and Related Procedures (23 CFR 771), the Connecticut Environmental Policy Act (CEPA) and its implementing regulations at Sections 22a-1a-1 through 12, inclusive of the Regulations of Connecticut State Agencies, and Section 106 of the National Historic Preservation Act and applicable rules and regulations. In addition to the environmental evaluation, these regulations require ConnDOT to engage in activities during the entire NEPA/CEPA process that allow the public to be involved in identifying social, economic and environmental impacts. The public outreach required under Section 106 is being conducted as part of this NEPA process.

The NEPA regulations establish a process that requires detailed environmental review for most federally-funded projects. An Environmental Assessment (EA) provides the public and federal, state and local agencies with the assurance that the Federal Transit Administration (FTA) and ConnDOT have evaluated, addressed and documented project-related environmental concerns. The CEPA regulations require that an EIE be prepared for state actions that may have a significant impact on the environment<sup>1</sup>. This evaluation enables the State agency proposing or funding a project to judge the appropriateness of proceeding with the action in light of its environmental impacts.

For each State action covered by CEPA, the sponsoring agency must make a detailed written evaluation of its environmental impact before deciding to undertake or approve the action. Before preparing an EIE, the sponsoring agency must conduct an early public scoping process in order to gather relevant information and comment from other State agencies and the public. The sponsoring agency must consider any comments received and evaluate any substantive issues raised during the public scoping process in the environmental impact evaluation. The environmental impact evaluation must include:

- a description of the proposed action;
- a statement of its purpose and need;

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<sup>1</sup> CEPA regulations define 'environment' as the "physical, biological, social, and economic surroundings and conditions which exist within an area which may be affected by a proposed action including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance and community or neighborhood characteristics"

- a description of the environment of the area which would be affected by the proposed action as it currently exists;
- a description and analysis of the reasonable alternatives to the proposed action;
- a discussion of the potential environmental impact of the proposed action and
- mitigation measures to reduce or eliminate the impact.

The objective of this DEA/DEIE is to fully evaluate the environmental, economic, transportation, and engineering issues associated with the two alternative sites. Following the public review and comment on this DEA/DEIE, ConnDOT will facilitate the selection of a site. The decision will be based on consideration of environmental impacts, transportation and environmental benefits, and costs of each alternative as well as comments received from agencies and the public during the public review process and on expected public/private development proposals. A Final EA/Final EIE (FEA/FEIE) will be prepared documenting the selection of the locally preferred alternative and the necessary actions required to mitigate any potential environmental impacts identified.



# 2

## Purpose and Need

This chapter establishes the purpose of, and need for, construction of a new commuter rail station on the New Haven Line between New Haven and Milford, Connecticut. It includes a summary of prior studies and the key transportation issues that support the Proposed Action.

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### 2.1 Project Purpose

The purpose of the Proposed Action is to construct a new commuter rail station between New Haven and Milford to accommodate current and future ridership demand. This action is anticipated to provide the following benefits:

- Improve the New Haven Line parking supply to accommodate existing and future riders;
- Improve access to commuter rail for residents of West Haven and Orange;
- Reduce roadway congestion;
- Reduce emissions and fuel consumption associated with Single-Occupant Vehicle (SOV) trips; and
- Meet state and regional transportation planning objectives.

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### 2.2 Project Need

A new commuter rail station is needed to accommodate existing and future commuter rail riders. Increased rail ridership and improved accessibility to rail is needed to reduce single-occupant automobile trips that contribute to roadway congestion and to the emission of air pollutants. The following sections present a summary of the key transportation needs in the region.

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### Increase the Parking Supply on the East End of the New Haven Line

There is inadequate parking at stations on the east end of the New Haven Line. There are fewer than 1,200 spaces at the New Haven station and only about 450 spaces at the Milford station.<sup>1</sup> The parking deficiencies at the east end of the line were confirmed in a subsequent study completed in 2004.<sup>2</sup>

Demand for parking at stations on the east end of the New Haven Line is high, as evidenced by utilization rates and the number of people on waiting lists for parking permits. According to the ConnDOT Office of Rail, the New Haven Station parking garage generally fills up by 7:00 or 7:30AM on weekdays, and there are over 750 people on a waiting list for a monthly commuter parking permit.<sup>3</sup> The situation in Milford is similar. The commuter parking lots at the Milford Station average at least 90 percent occupancy on weekdays. There is a waiting list of about 650 people for 6-month and 1-year permits with an additional 100 people waiting for monthly permits.<sup>4</sup> The long waiting lists for permits at the New Haven and Milford Metro-North stations indicate that there is a demand for more parking on the east end of the New Haven Line.

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### Access to Commuter Rail

Today, the 10 miles between the existing New Haven and Milford stations is the longest gap between stations on the New Haven Line system. Residents of the south central Connecticut region including West Haven and Orange must travel to existing commuter rail stations in New Haven, Milford or further west on the New Haven Line to access commuter rail service. As noted in the previous section, parking is in short supply at these stations along the east end of the New Haven Line particularly at New Haven and Milford. A new station in West Haven or Orange will provide an option for some local residents to access commuter without making an auto-based trip and will afford all residents of the two communities enhanced access to new opportunities.

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### Roadway Congestion on I-95

Roadway congestion is a serious problem in the South Central Connecticut region. The final South Central Regional Council of

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<sup>1</sup> Carl Rosa, ConnDOT Office of Rail, telephone interview, March 2004 and Henry Jadach, Milford Transit District, telephone interview, March 2004.

<sup>2</sup> Connecticut Rail Station Governance Study, Phase Two Report, prepared for ConnDOT by Urbitran Associates, Inc. November 2004.

<sup>3</sup> Carl Rosa, ConnDOT Office of Rail, telephone interview, March 2004.

<sup>4</sup> Henry Jadach, Milford Transit District, telephone interview, March 2004.

Governments (SCRCOG) 25-Year Transportation Plan notes that “basic I-95 capacity is about 50 years old” and that “population gains, employment shifts, longer commuting distances and more through traffic now strain an aging highway system.”<sup>5</sup> Based on traffic data provided by ConnDOT for 2002, the Average Daily Traffic (ADT) volume on I-95 is greater than 130,000 vehicles per day (total both directions) near Exit 41 (Marsh Hill Road) in Orange and near Exit 42 (Sawmill Road) in West Haven. When constructed, I-95 was intended to serve 65,000 vehicles per day; the highway is currently handling twice the daily traffic it was originally expected to carry. The peak hour directional traffic volumes (2002) along this stretch of I-95 range from 5,900 vehicles per hour (vph) to 6,700 vph resulting in peak hour volume-to-capacity ratios of 0.87 to 1.01. I-95 is therefore operating at capacity.

The SCRCOG Plan states that “forty thousand new people and 50,000 new jobs will help add about 350,000 daily trips to the region’s transportation system [by 2028] – adding almost 70,000 new trips in peak morning and late-afternoon periods.” This new travel demand will worsen already-congested conditions on the region’s main highways. ConnDOT projects that traffic demands on I-95 in West Haven and Orange will grow to 170,000 vehicles per day by 2025, with peak hour demands in excess of 8,700 vph. Because the highway cannot physically handle this volume of hourly traffic, the peak hour will spread and congestion will increase. In addition, the SCRCOG Plan notes that travelers avoiding I-95 will overload parallel arterial roads through the region, including U.S. 1 and Route 80, unless freeway improvements are made.

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### Reduce Regional Emissions and Fuel Consumption

Much of the Coastal Corridor Transportation Investment Area which includes West Haven and Orange is a “severe non-attainment area” in terms of ozone emissions.<sup>6</sup> Actions are needed within the region to reduce emissions and fuel consumption. Such actions include increasing transit ridership and diverting SOV trips to transit.

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<sup>5</sup> MOBILITY, *A Transportation Plan: 2004-2028 (final)*, SCRCOG, February 2004.

<sup>6</sup> *Twenty-Year Strategic Plan for Transportation in the Coastal Corridor Transportation Investment Area*, Coastal Corridor Transportation Investment Area Board, November 2002.

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## 2.3 Consistency With State and Regional Transportation Planning Objectives

The Proposed Action is consistent with transportation planning objectives established at the state and regional levels, as discussed below.

**State Trip Reduction Goal:** In 1998 the State of Connecticut established a goal of reducing highway commuter demand in the corridor between New Haven and Greenwich by five percent from 1997 levels within five years. This goal was established in Public Act No. 98-119, which also created a Southwest Corridor Action Council to advise the Commissioner of Transportation on progress and issues related to this goal.<sup>7</sup> Constructing a new commuter rail station between New Haven and Milford would help the region meet this state trip reduction goal.

**Transportation Strategy Board's Goals and Objectives:** A statewide Transportation Summit was held in September 2000 to discuss transportation concerns impacting the state, including those issues identified in the 1999 Connecticut Strategic Economic Framework report. In that report, the I-95 transportation corridor was defined as Connecticut's principal means of access to the global marketplace.<sup>8</sup>

One outcome of the Transportation Summit was the creation of a Transportation Strategy Board to coordinate and maximize the effectiveness of efforts to improve the delivery and maintenance of transportation services in Connecticut. The Strategy Board has established transportation related goals and objectives which include:

- Improve personal mobility within and through Connecticut;
- Integrate transportation with economic, land use, environmental, and quality of life issues;
- Focus on maximizing the operational efficiency, use, and life of existing transportation and other infrastructure;
- Provide incentives to encourage economic growth in areas of transportation infrastructure;
- Provide incentives to encourage residential development in areas of transportation infrastructure;
- Encourage redevelopment of Brownfield areas;

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<sup>7</sup> MOBILITY, A Transportation Plan: 2004-2028 (final), SCRCOG, February 2004.

<sup>8</sup> Planning for West Haven's Train Station, Concept Master Plan for Transit Oriented Development, West Haven Economic Development Corporation, June 2002.

- Expand inter-agency (local, state, federal) coordination regarding transportation decisions, land use policies, environmental issues and economic development on all levels.<sup>9</sup>

One transportation strategy that can be advanced to help relieve traffic congestion within the I-95 corridor is to improve the utilization of existing rail passenger infrastructure for commuter travel. This can be accomplished through a combination of improved train service, more stations, and improved commuter parking.<sup>10</sup> Construction of a new commuter rail station between New Haven and Milford would help meet the goals and objectives identified by the State's Transportation Strategy Board, by improving mobility for commuters and maximizing the use of the existing Metro North New Haven Line.

In addition, the following planning documents support the need for a train station in West Haven or Orange as a priority for the South Central Connecticut region:

- The *Twenty-Year Strategic Plan for Transportation in the Coastal Corridor Transportation Investment Area (CCTIA)*, submitted to the Connecticut Transportation Strategy Board in November 2002. This strategic transportation plan was prepared by the Board of the Coastal Corridor Transportation Investment Area (CCTIA) pursuant to House Bill No. 7506/Public Act 01-5, *An Act Implementing the Recommendations of the Transportation Strategy Board*. The goal of this strategic plan is "the development, within twenty years, of a multimodal transportation system that offers persons and goods a choice of safe, convenient and integrated modes of transportation that both stimulate economic growth and enhance quality of life." One of the key observations is that congestion on highways in the CCTIA region is severe, particularly on the west portion of Interstate Route 95. The plan makes a general recommendation to increase the commitment to transit in the region. The twenty-year strategic plan includes a specific reference to the proposed Project: "Proposed new stations at Orange or West Haven and at Fairfield should be built. Following a review of commutation and residency patterns, a fair distribution of additional parking and other access facilities at rail stations to meet demand, both existing and anticipated, should be determined." The plan identified planning objectives that include reducing highway trips in the corridor between New Haven and Greenwich; improving mobility and the efficiency of the transportation system; and constructing a station that has been identified as a "Key Need" in the region's 25-Year Transportation Plan.

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<sup>9</sup> *Planning for West Haven's Train Station, Concept Master Plan for Transit Oriented Development*, West Haven Economic Development Corporation, June 2002.

<sup>10</sup> *Planning for West Haven's Train Station, Concept Master Plan for Transit Oriented Development*, West Haven Economic Development Corporation, June 2002.

Currently there is a lack of sufficient parking at existing stations due to a 41 percent increase in ridership since 1984 and a nearly 100 percent increase in ridership since 1970, and due to a 47 percent increase in reverse and intra-state commutes between 1995 and 2000<sup>11</sup>. The *Coastal Corridor Transportation Investment Area: Twenty-Year Strategic Plan* noted that there is a need to expand parking at existing stations (New Haven (Union Station) and Milford) in addition to building new stations (West Haven or Orange and at Fairfield) to meet current and future ridership demands. The study also noted that new train equipment is needed to meet current and future demand.

- *The South Central Regional Council of Governments (SCRCOG) 25-Year Transportation Plan*, which guides major highway and transit investments in the region over a 25-year horizon, also evaluated alternatives. This plan, entitled *Mobility – A Transportation Plan: 2004–2028*, was published in final form in February 2004. The plan lists a new Metro North station in West Haven or Orange as a “Key Need” for the SCRCOG region. Under “Key Plan Goals,” the plan indicates that a station in West Haven would be considered the preferred location, and a station in Orange would be studied as an alternate location. The 25-Year Transportation Plan lists an approximate capital cost of \$36 million (2001 dollars) for construction of the new station, covering all costs including roadways.
- *Consistency with the State Plan of Conservation and Development- The Conservation and Development Policies Plan for Connecticut 1998-2003 (State Plan)* contains economic development, environmental quality, and public service infrastructure guidelines and goals for the State of Connecticut. The state plan calls for providing “appropriate expansion, improvement, and coordination of parking facilities, shuttle and local bus service at New Haven line stations...”

According to the plan’s Development Location Guide Map, the potential rail station site in West Haven falls within a Neighborhood Conservation Area. Typically, these are significantly built-up and well-populated areas but without the infrastructure, density, and diverse income characteristics of an urban based regional center. The highest priority strategy for a Neighborhood Conservation Area is to maintain stable developed neighborhoods and communities as well as intensification of development when supportive of community stability. The Orange site falls within a Growth Area. Growth Areas are lands near a regional center that provide opportunities for managed urban expansion and more moderate density suburban development. The highest priority state strategy for a Growth Area is concentration of new growth occurring outside of regional centers into

<sup>11</sup> *Coastal Corridor Transportation Investment Area: Twenty-Year Strategic Plan* (November 2002)

specified areas capable of supporting large-scale mixed uses and relatively high densities of development. A rail station in either of the proposed locations would not conflict with the goals and strategies outlined in the State Plan.

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# 3

## Coordination, Consultation and Permits

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### 3.1 Federal, State, and Local Agency Coordination

NEPA regulations require the solicitation of views of other state and federal agencies during the preparation of an EA, and also require that agencies provide for early and continuing opportunities for the public to be involved in the identification of social, economic, and environmental impacts. The following sections summarize the coordination with regulatory and other governmental agencies.

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#### 3.1.1 NEPA/CEPA Scoping

ConnDOT has solicited the input of other state and federal agencies through interagency meetings and correspondence. Public input was sought through a public scoping meeting held on October 8, 2002 in Orange and October 9, 2002 in West Haven. Following the scoping meeting, ConnDOT developed a scope for the DEA/DEIE, entered into a contract with a consultant, and prepared the preliminary designs, collected data, conducted analyses, and prepared the DEA/DEIE.

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#### 3.1.2 Interagency Coordination

ConnDOT has coordinated with federal and state agencies to obtain information on environmental conditions, review potential impacts, and obtain agency input. These agencies include:

- Federal Highway Administration (FHWA) (Cooperating Agency)
- US Army Corps of Engineers (USACE)
- US Environmental Protection Agency, Region I (USEPA)

- US Fish and Wildlife Services (USFWS)
- National Marine Fisheries Service (NMFS)
- Connecticut Department of Environmental Protection (CTDEP)
- Office of Long Island Sound Program (OLISP), CTDEP
- Connecticut Office of Policy and Management (OPM)
- Connecticut Historical Commission
- Connecticut Department of Motor Vehicles
- Connecticut Department of Public Works
- Connecticut Department of Economic & Community Development
- Connecticut Council on Environmental Quality
- Connecticut Department of Public Health, Water Supplies Section

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### 3.1.3 Coordination with Communities and Organizations

ConnDOT has coordinated with the local communities and organizations throughout the study to obtain information concerning existing conditions as well as transportation and economic needs, and to obtain input on the alternatives screening process. Coordination has included these entities:

- Connecticut South Central Regional Council of Governments (SCRCOG);
- West Haven, Connecticut, Mayor's Office; and
- Orange, Connecticut, First Selectman's Office.

In addition, a schematic design review meeting was held with officials from the Town of Orange on June 7, 2004 and the City of West Haven on June 21, 2004

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### 3.1.4 Public Meetings

As noted in Section 3.1.1, ConnDOT held public scoping meetings in both West Haven and Orange to solicit input for the DEA/DEIE. Following the release of the DEA/DEIE for public review, ConnDOT will hold a Public Hearing in each community during the public comment period to seek feedback regarding the preparation of the document. A public informational meeting, where residents can ask questions of ConnDOT officials, will be held during the development of the final design plans.

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## 3.2 Permits and Approvals Required

Several state and federal permits and approvals will be required for either the West Haven Alternative or the Orange Alternative. Since this is a state-sponsored project, all local jurisdictions are superseded by the relevant state and federal authorities. As a permit applicant, ConnDOT must obtain the permits and approvals listed below prior to construction.

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### 3.2.1 West Haven Alternative

- A General National Pollution Discharge Elimination System (NPDES) Permit for Stormwater Discharges from Construction Activities, to be issued by CTDEP, is required due to the alteration of more than one acre of land and the Discharge of Stormwater and Dewatering of Wastewaters from construction activities.
- A Clean Air Act Conformity Determination, to be issued by the EPA.
- A Coastal Consistency Review, to be issued by Office of Long Island Sound Programs, CTDEP, is required since the site is located in the Coastal Area and a portion of the site is located in the Coastal Boundary. Since CTDEP requires final design plans and a permit application for a Consistency Determination, ConnDOT will apply for this approval following completion of the DEA/DEIE.
- A full Major Traffic Generator application to be submitted to the STC.

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### 3.2.2 Orange Alternative

- A General NPDES Permit for Stormwater Discharges from Construction Activities, to be issued by CTDEP, is required due to the alteration of more than one acre of land and the Discharge of Stormwater and Dewatering of Wastewaters from construction activities.
- A Clean Air Act Conformity Determination, to be issued by the EPA.
- A Connecticut Programmatic General Permit (PGP) Category II, to be issued by the USACE, is required for fill in wetlands (CTDEP issues the Water Quality Certification under the PGP).
- A Connecticut State Historic Preservation Office Determination, issued by the State Historic Preservation Officer.
- Inland Wetlands and Watercourses Act Permit, issued by CTDEP, is required for fill in inland wetlands and alteration of surface water resources.

- A Coastal Consistency Review, to be issued by CTDEP, is required since the site is located in the Coastal Area. Since CTDEP requires final design plans and a permit application for a Consistency Determination, ConnDOT will apply for this approval following completion of the DEA/DEIE
- Connecticut General Statutes (Section 26-310(a) – actions by state agencies which affect endangered or threatened species or species of special concern or essential habitats of such species) states that “Each state agency, in consultation with the Commissioner, shall conserve endangered and threatened species and their essential habitats, and shall ensure that any action authorized, funded or performed by such agency does not threaten the continued existence of any endangered or threatened species, or result in the destruction or adverse modification of habitat designated as essential to such species.” Mitigation measures would be developed in consultation with CTDEP Wildlife Division, if this alternative was selected to specify feasible and prudent measures and alternatives so that the project would not appreciably reduce the likelihood of the recovery of the eastern box turtle.
- A full Major Traffic Generator application to be submitted to the STC.

# 4

## Alternatives

There are three alternatives evaluated in this DEA/DEIE:

- The No Action Alternative
- The West Haven Alternative
- The Orange Alternative

This chapter describes the alternatives and includes information on the process by which the alternatives were identified and evaluated. It also includes a rationale that supports the selection of the alternatives included in this DEA/DEIE. In addition, the chapter provides a description of each alternative including existing site conditions, ridership, and costs.

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### 4.1 Background

The possibility of constructing a new commuter rail station on the ConnDOT-owned New Haven Line between New Haven and Milford has been the subject of several studies conducted since 1994. These previous studies evaluated a number of potential sites in the West Haven/Orange/Milford area and concluded that no other sites other than the two presented in this DEA/DEIE document are practicable or feasible. The studies and the sites identified include:

- **Early Unnamed Studies (1994–1998):** One of the first efforts to study potential station sites took place between 1994 and 1996, when the SCRCOG conducted a station site search. Seven possible sites in West Haven and Orange were identified, each with approximately 250 to 300 parking spaces. In 1998, ConnDOT conducted a brief follow-up study of an additional site, on Old Gate Lane in eastern Milford.<sup>12</sup> This study determined that contamination would affect cost and constructability at the site and eliminated the Milford site from further consideration.

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<sup>12</sup> 2000 SCRCOG PowerPoint presentation summarizing earlier studies.

- **A Metro North Rail Station: Orange/West Haven:** In 2000, the SCRCOG published a study called *A Metro North Rail Station: Orange/West Haven*.<sup>13</sup> This study examined 11 sites: seven in the Town of Orange and four in the City of West Haven. An analysis was conducted for each site which reviewed: accessibility, parking arrangements, constructability, environmental constraints, land requirements (zoning) and takings, construction costs, and site design issues. Two sites were recommended for further review and consideration:
  - DiChello Distributors Site (Northeast) - located north of the Metro North tracks off of Marsh Hill Road in Orange (Option No. 2); and
  - Sawmill Road Site (West) - located at Sawmill Road in the City of West Haven (Option No. 8).
- **Site Study New Train Station, Orange or West Haven, Connecticut:** In September 2001, ConnDOT completed a site study called *Site Study New Train Station, Orange or West Haven, Connecticut*<sup>14</sup> that examined the feasibility of a new train station in Orange or West Haven. This effort was based on the 2000 SCRCOG study. Two of the eleven options identified in 2000, Orange Option No. 2 and West Haven Option No. 8, were advanced. The Site Study included a review of existing documentation, a site survey, a preliminary geotechnical evaluation, a traffic study, an alternate design analysis, a construction cost estimate, and an evaluation of alternatives. The report concluded: “Based upon all data gathered for each alternative, the preferred option is the Orange site. This recommendation is made largely in view of the projected relative construction costs and time frame.”
- **West Haven’s Train Station: Concept Master Plan for Transit Oriented Development:** In June 2002, the West Haven Economic Development Corporation published a study entitled *Planning for West Haven’s Train Station: Concept Master Plan for Transit Oriented Development*. The purpose of this study was to provide a vision and implementation framework for the role of a potential West Haven Train Station in redevelopment of the adjacent brownfield neighborhood and revitalization efforts in downtown West Haven. According to the Concept Master Plan, “the implementation of this master plan will further the efforts to address I-95 traffic congestion and bring new job opportunities to the greater New Haven area.”

These previous studies selected the West Haven Alternative and the Orange Alternative because they meet the following criteria:

- Direct highway access;

<sup>13</sup> *A Metro North Rail Station, Orange/West Haven*, South Central Regional Council of Governments SCRCOG and CTE Engineers, September 2000

<sup>14</sup> *Site Study New Train Station, Orange or West Haven, Connecticut*, Frederic R. Harris, Inc., September 2001

- Land capacity and requirements (zoning) to accommodate desired parking;
- Minimal environmental constraints;
- Minimal land takings;
- Minimal site design issues;
- Cost-effective construction; and
- Feasible to construct.

These studies recommended that the West Haven Alternative and the Orange Alternative be advanced and evaluated in detail in this DEA/DEIE.

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## 4.2 Technical Evaluation

For this study, three alternatives have been developed: No-Action, West Haven and Orange. As part of the evaluation of these alternatives, a series of technical reports were prepared to provide additional information on the environmental, economic, traffic, ridership, operational, site design, and cost characteristics of each alternative. These reports include the *Baseline Conditions*, *Preliminary Environmental Screening Report*, *Economic Development Review*, *Traffic Impact and Access Study*, *Travel Demand Forecasting Report*, the *Operational Analysis Report*, the *Conceptual Design Report*, and the *Financial Analysis Report*. These reports, which are briefly summarized below, are available upon request. The three alternatives are summarized in subsequent sections of this chapter.

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### 4.2.1 Baseline Conditions (May 2004)

This document evaluated existing data and determined what additional data would be required, identified new issues, and determined areas of concern regarding the West Haven and Orange Alternatives. The resources that were initially reviewed for this document included natural resources, cultural resources, hazardous materials and land use.

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### 4.2.2 Preliminary Environmental Screening Report (July 2004)

The Preliminary Environmental Screening Report (PESR) lists the Environmental Consequences categories outlined in the NEPA and CEPA guidelines. This document identified the environmental resources that would be further reviewed and analyzed in the Environmental Assessment (EA)/Draft Environmental Impact Evaluation (DEIE) for the

West Haven and Orange Line stations. The document also identified the resources that were inconsequential to one or both of the alternatives because they are not likely to affect, or be affected by, the alternatives. Those resources are not discussed or reviewed in the DEA/DEIE. This document provided the rationale for the preliminary environmental screening.

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#### 4.2.3 Travel Demand Forecasting Report (October 2004)

The Travel Demand Forecasting Report was prepared to summarize the travel demand modeling process and the resultant forecasts. This document presents the development of the initial forecasts, research into factors that may affect transit capture rates, and the development of the final forecasts.

The forecasts were developed using ConnDOT's Statewide Travel Model and followed ConnDOT's Modeling Procedure (May 2002). The forecasting process assumed no changes in rail travel times or frequency, and incorporated a proposed 5.5 percent fare increase. Ridership modeling was completed for existing conditions (2004), the year of opening (2009), and the horizon year (2025) as defined by FTA guidance.<sup>15</sup> Since the statewide model does not include 2004 or 2009 as benchmark years, forecasts for those years were developed by straight-line interpolation.

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#### 4.2.4 Economic Development Review (January 2005)

The Economic Development Review presents the findings of the research and analysis and includes an evaluation of the baseline economic conditions and trends in the defined study areas around each site. The Economic Development Review also includes a review of Census 2000 data and a description of the socio-economic conditions in the study areas as well as the communities. A profile of real estate conditions in each of the study areas is also presented including an evaluation of current uses and occupancy, availabilities, ownership, zoning and development (or redevelopment) potential that may result should the rail station be established.

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<sup>15</sup> *Procedures and Technical Methods for Transit Project Planning*, Federal Transit Administration, February 1993



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#### 4.2.5 Operational Analysis Report (January 2005)

The Operational Analysis Report was prepared to identify potential operational impacts on the existing New Haven Line services (commuter rail, intercity rail, and freight rail) of the projected ridership associated with the two Build Alternative stations. The memorandum examined issues associated with train loadings, diversions from existing stations, and rail travel time impacts.

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#### 4.2.6 Traffic Impact and Access Study (August 2005)

The Traffic Impact and Access Study (TIAS) was prepared to support the site selection evaluation, the study team's NEPA and CEPA documentation, and conceptual/schematic design efforts. It analyzed the existing traffic conditions, the projected future traffic and parking conditions, and impacts and benefits of the No-Action and two alternative station sites for the opening year 2009 and for the year 2025.

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#### 4.2.7 Conceptual Design Report (August 2005)

The Conceptual Design Report documents the development of the schematic design for a new railroad station at either the West Haven or Orange site. The report presents the technical data, design criteria, and assumptions used in the preparation of the station design elements. It also presented a rationale for selecting the chosen schematic design option at each alternative site as well as an evaluation of the construction issues including overall feasibility and impacts on New Haven Line rail operations, order of magnitude capital costs of the facility, and impacts on the area surrounding the two alternative sites.

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#### 4.2.8 Financial Analysis Report (August 2005)

The Financial Analysis Report was prepared to document the financial consequences of the two Build Alternative station sites evaluated as part of this DEA/DEIE. The report presents the total conceptual capital and annual operating costs and the incremental cash flow requirements of each Build Alternative. It also identifies the projected incremental revenues generated.

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### 4.3 No-Action Alternative

The No-Action Alternative assumes no Federal or state-funded capital improvement projects, rehabilitation, or maintenance projects will be implemented to address the Purpose and Need of this project. Other currently funded transportation projects included in the Statewide Transportation Improvement Program (STIP) and the SCRCOG 25-Year Transportation Plan are assumed to occur as presently scheduled. These include:

- New Haven Line Track Program: Improvements to the New Haven Line track infrastructure at various locations in Connecticut. The 2005 Draft STIP indicates that this is a funded project and it is expected to occur in 2007.
- New Haven Union Station Garage: Construction of a second parking garage with at least 1,000 spaces adjacent to Union Station to relieve a parking shortfall. The SCRCOG 25-Year Transportation Plan includes this as a Major Transit Improvement that would occur in the "Early Years" of the Plan, but does not include funding for this project. The Plan indicates that the project would be built with New Haven Parking Authority revenue bonds or private financing.
- Reconfiguration of Sawmill Road and Old Gate Lane interchanges: Individual projects in West Haven (Sawmill Road) and Milford (Old Gate Lane) to add capacity and improve safety, complementing the Marsh Hill Road (Orange) work completed in 2001 and Leetes Island Road (Branford) work completed in 2002. These projects are included in both the STIP and the SCRCOG 25-Year Transportation Plan and are underway and scheduled to be completed by the end of 2005.
- I-95 Central Improvements: Twelve-year program to improve mobility on I-95 in the central portion of the SCRCOG region. Projects in this program include widening I-95 in East Haven and Branford; reconstructing the I-95/I-91/Route 34 interchange; constructing a new 10-lane bridge across New Haven Harbor; and widening I-95 between the Q-Bridge and the East Haven Line. These projects are included in both the STIP and the SCRCOG 25-Year Transportation Plan. The widening of I-95 in Branford is complete and the widening in East Haven is underway. The remaining construction projects are scheduled to start between 2005 and 2008.
- I-95 West Improvements: Potential improvements on I-95 in the western portion of the SCRCOG region, including the addition of wide shoulders and reconstruction of the existing six lanes to complement the replacement of the Housatonic River Bridge. Replacement of the bridge is included in both the STIP and the SCRCOG 25-Year Transportation Plan and is scheduled to begin in 2005. Further

improvements are currently in the planning stages and are included in the SCRCOG 25-Year Transportation Plan as a Major Capital Need.

- **Milford Station Parking Expansion:** Expand the parking supply at Milford Station by 200 to 250 spaces by constructing a parking deck or decks. The SCRCOG 25-Year Transportation Plan includes this as a Major Transit Improvement that would occur in the “Early Years” of the Plan. The 25-year spending plan includes \$3 million for this project.

Travel demand (ridership) for the No-Action Alternative was forecast using the ConnDOT statewide travel modeling procedure.<sup>16</sup> Table 4.3-1 summarizes the 2004 Existing and 2009 and 2025 No-Action forecast inbound daily boardings.

**Table 4.3-1 No-Action Alternative: Forecast Inbound Boardings**

Station	2004	2009			2025		
	Total	AM Peak	Midday	Total	AM Peak	Midday	Total
New Haven	2,438	1,221	1,496	2,717	1,494	1,715	3,209
Milford	1,108	1,699	371	1,273	1,087	410	1,497
<b>Total</b>	<b>3,546</b>	<b>2,123</b>	<b>1,867</b>	<b>3,990</b>	<b>2,581</b>	<b>2,125</b>	<b>4,706</b>

Notes: For the purposes of tracking inbound boardings, ConnDOT defines AM peak trains as those arriving at Grand Central Terminal between 6:00 and 10:00AM, and midday boardings as all other trains.

As Table 4.3-1 shows, the daily inbound boardings at the two stations are projected to grow by approximately 33 percent from 3,546 in 2004 to 4,706 by 2025. This represents a rate of approximately 1.5 percent annually over the 20-year planning period.

## 4.4 West Haven Alternative

This section of the chapter describes the existing site conditions, discusses the schematic design development process, and provides a detailed description of the West Haven Alternative considered in this DEA/DEIE.

### 4.4.1 Existing Site Conditions

The West Haven Alternative occupies approximately 8 acres, bounded on the east by Sawmill Road (Route 162), on the north by Railroad Avenue, on the south by Hood Terrace (a dead-end street), and on the west by several commercial properties (Figure 4.4-1). The site is approximately 0.75 miles south of I-95 Exit 42. The West Haven Alternative is bisected by

<sup>16</sup> West Haven/Orange Railroad Station Environmental Study Travel Demand Forecasting Report, Connecticut Department of Transportation, October 2004

--- ConnDOT Railroad ROW

--- Limit of Site

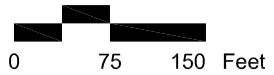
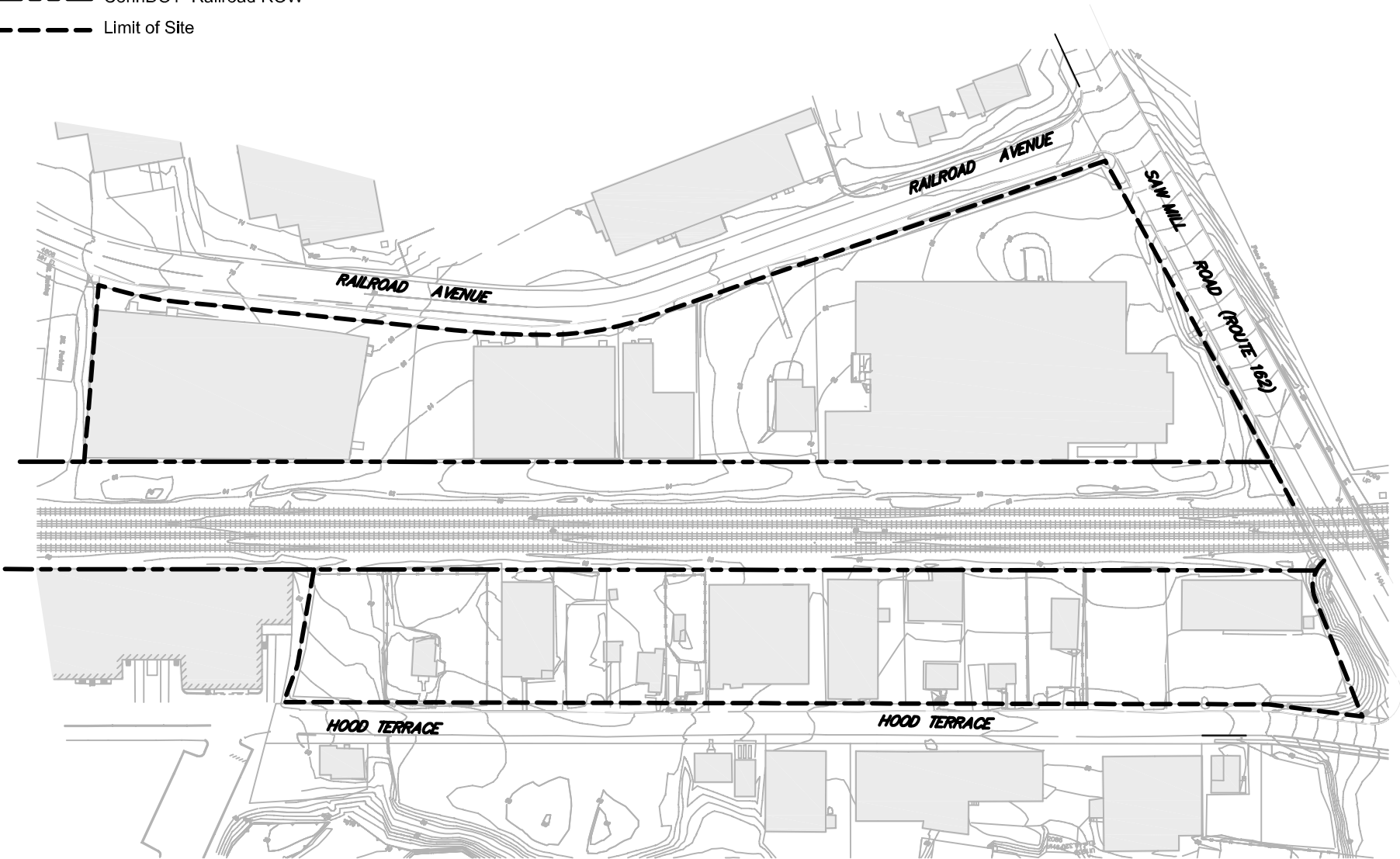


Figure 4.4-1  
Existing Site Conditions  
West Haven Alternative

the New Haven Line, which generally runs in an east-west direction, and which crosses over Sawmill Road on a bridge.

The site is developed and consists of 19 privately-owned properties (four residential, 14 commercial-industrial properties/buildings and one vacant parcel). It is relatively flat or gently sloping, with a steep embankment on the east edge of the site along Sawmill Road. Elevations range from about 50 feet to 68 feet, with the lowest elevation at the Sawmill Road end and the highest elevation near the railroad tracks on the west end of the site. The elevation difference from the Sawmill Road underpass to the track level on the bridge is about 20 feet.

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#### 4.4.2 Site Sketch Plan Development Process

The schematic design process for the West Haven Alternative began with a review of the prior studies, the previously developed schematic site plans, and an evaluation of existing conditions at the site. The September 2001 ConnDOT study provided a sketch plan for the West Haven site that met the goals of the proposed railroad station development plan. A station building, platforms, cross-track pedestrian access and approximately 1,000 parking spaces at-grade were provided. This plan (Option 1) required taking 31 properties and relocating Hood Terrace.

Two additional station site layout sketches (options) were developed during preparation of this DEA/DEIE. These options were developed to:

- Provide parking on either side of the railroad right-of-way;
- Situate a station building on the inbound side of the tracks connected to a grade-separated pedestrian crossing; and
- Provide drop-off/pickup areas located near both the outbound and inbound railroad platforms to accommodate bus traffic.

These new options did not relocate Hood Terrace towards the Cove River but maintained the current roadway configuration. The number of property takings required was reduced by 12 from 31 to 19.

Option A-1 included a four-level parking structure on the west side of the inbound parking lot. Option A-2 included a three-level parking structure on the east side of the inbound parking lot adjacent to Sawmill Road. Option A-2 was selected for further development as the option which better utilizes the geometry and physical features of the site, more readily achieves the 1,000-car parking goal, and provides future connectivity with the City's planned reuse of the former Armstrong Rubber property east of Sawmill Road. The City of West Haven concurred with this determination (June 21, 2004). A comparison of the two site layout options is presented in Table 4.4-1.

**Table 4.4-1 West Haven Alternative: Comparison of Site Layout Options**

Option	Layout Element
A-1	4-level parking structure at west end of inbound platform
A-2	3-level parking structure at east end of inbound platform

Option A-2 (Figures 4.4-2 and 4.4-3) was further refined in response to comments received on the plan from the City and as a result of the other design considerations. This DEA/DEIE evaluates the impacts associated with the refined station layout (in Chapter 5, Environmental Consequences and Mitigation). The principal changes include adding a fourth level to the garage, relocating the drop-off area on the north side of the tracks, separating the bus and auto drop-off areas, and adding short-term parking spaces from drop-off/pick-up activity.

#### 4.4.3 Description of the DEA/DEIE Alternative

The West Haven Alternative would require the acquisition of 19 parcels as described in detail in Section 5.6, Environmental Consequences and Mitigation. The alternative would include the elements listed below:

- Two new station platforms, one inbound and one outbound; each platform is 1080 feet long by 10 feet wide.
- A station building approximately 3,000 square feet in size, north of the tracks and west of the parking structure. The building would contain a ticket office, a waiting room, restrooms, and a newsstand/kiosk.
- A pedestrian overpass over the railroad tracks to allow access to both sides of the station site (pedestrians would also be able to cross under the tracks using the existing sidewalk on Sawmill Road).
- A total of approximately 1,074 parking spaces with a minimum of 20 handicap spaces:
  - A parking structure north of the tracks with 550 spaces (this structure would have four levels, which would be at-grade and above grade).
  - A surface parking lot north of the parking structure, with 88 spaces and two driveways from Railroad Avenue.
  - A surface parking lot west of the station building with 155 spaces and three driveways off Railroad Avenue; the east side of the parking lot includes an access loop with passenger vehicle and bus drop-off lanes and associated pedestrian walkways.
  - A surface parking lot south of the railroad tracks, with 281 spaces, two driveways from Hood Terrace, and a small passenger vehicle drop-off area.

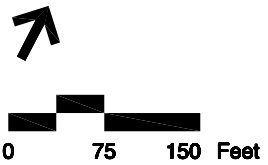
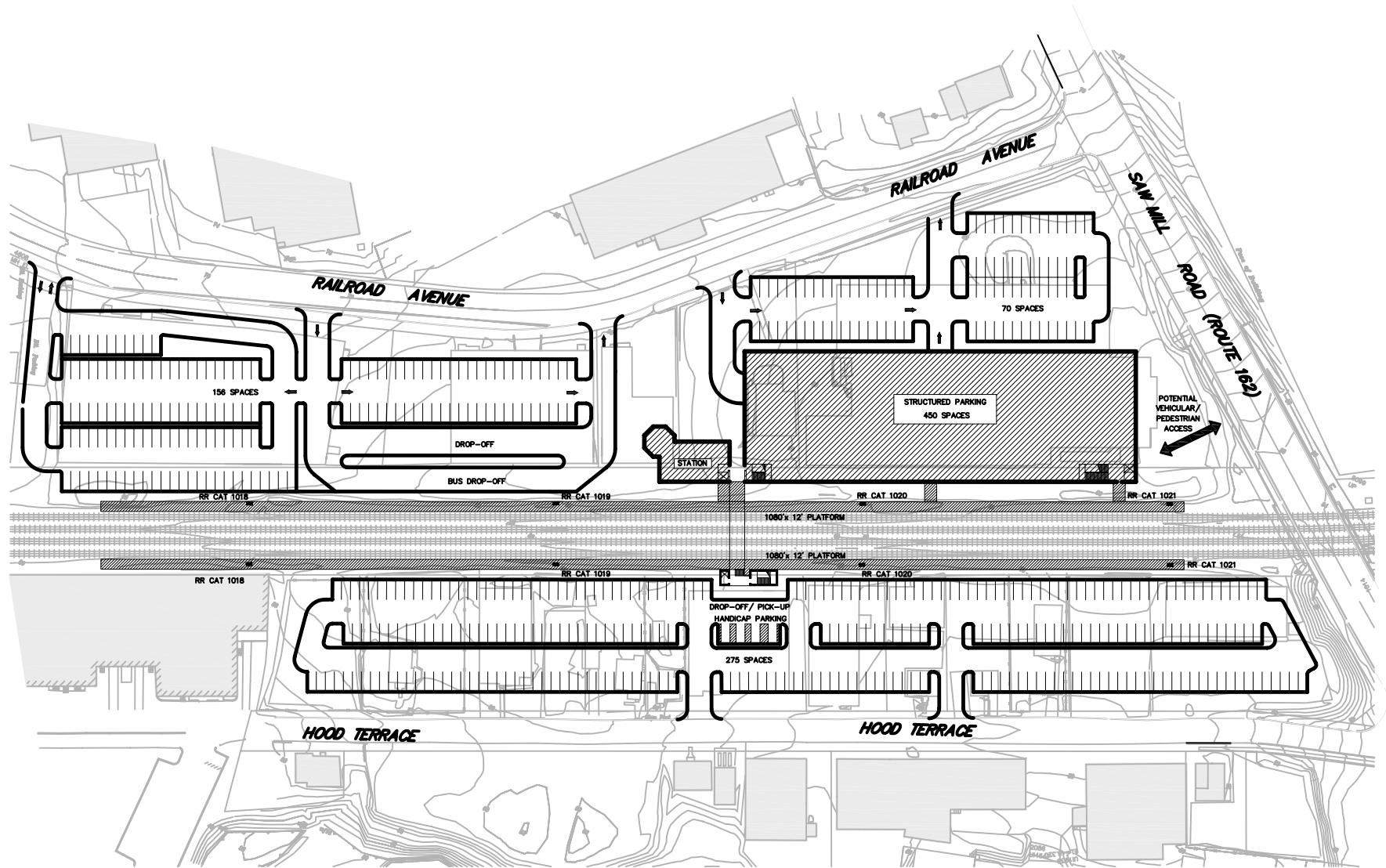


Figure 4.4-2  
Site Sketch  
West Haven Alternative

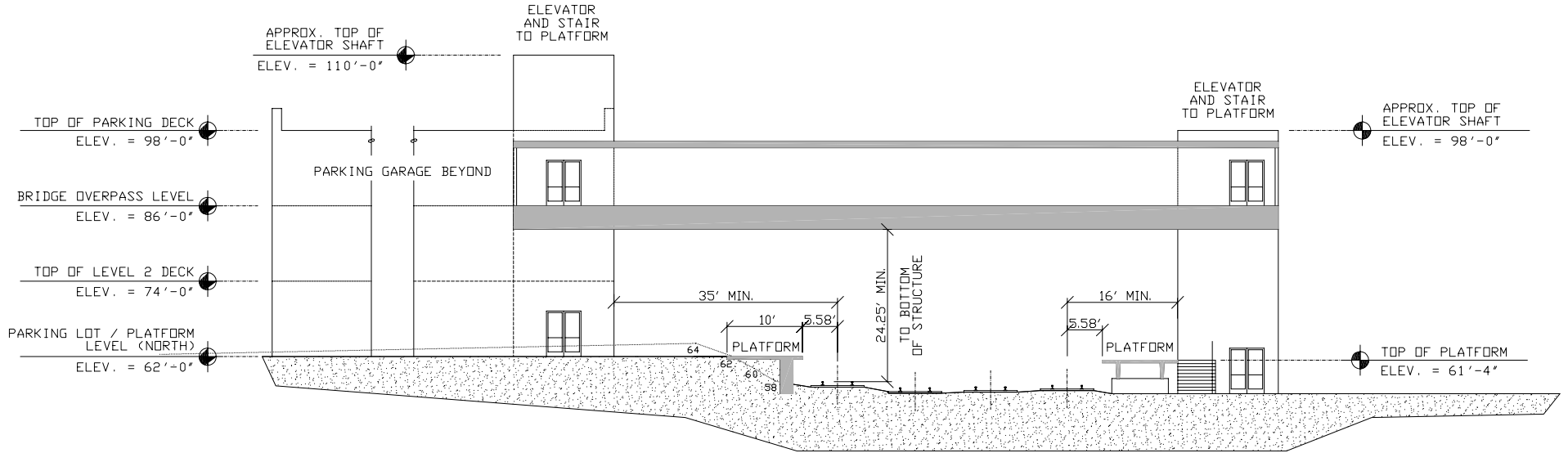
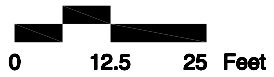


Figure 4.4-3  
Section View  
West Haven Alternative





- A closed drainage system. Stormwater would be collected from the paved surfaces through a series of catch basins and conveyed through a closed pipe system to an appropriate discharge location. Two drainage systems would be required, one for the area north of the tracks and one for the area south of the tracks.
- Access would be from Railroad Avenue and Hood Terrace. The northern portion of the site would be accessed by five driveways from Railroad Avenue. Two driveways would serve as one-way entrances, two as one-way exits, and the westernmost driveway would be a two-way driveway. Access to the southern parking lot, between Hood Terrace and the rail line, would be provided by two full-service driveways on Hood Terrace. Sidewalks would be placed where appropriate to allow safe and efficient pedestrian access.

#### 4.4.4 Ridership

Travel demand (ridership) for the West Haven Alternative was forecast using the ConnDOT statewide travel modeling procedure.<sup>17</sup> As shown in Table 4.4-2, the West Haven Alternative is projected to attract more than 1,600 daily inbound boardings in 2009 and approximately 1,950 daily inbound boardings in 2025. Most of these boardings are anticipated to be diverted from the existing New Haven and Milford stations, with a smaller proportion of new transit trips. In 2009, 19 percent (308) of the daily boardings associated with the West Haven Alternative would be new transit trips diverted from single-occupancy vehicles. In 2025, 23 percent of the daily boardings (450 trips) would be new transit trips (Table 4.4-3).

**Table 4.4-2 West Haven Alternative: Forecast Inbound Boardings**

Station	2009			2025		
	AM Peak	Midday	Total	AM Peak	Midday	Total
New Haven	706	829	1,535	892	964	1,856
West Haven	814	806	1,620	1,007	948	1,955
Milford	824	319	1,143	1,000	339	1,339
<b>Total</b>	<b>2,344</b>	<b>1,954</b>	<b>4,298</b>	<b>2,899</b>	<b>2,251</b>	<b>5,150</b>

Notes: For the purposes of tracking inbound boardings, ConnDOT defines AM peak trains as those arriving at Grand Central Terminal between 6:00 and 10:00AM, and midday boardings as all other trains.

<sup>17</sup> *West Haven/Orange Railroad Station Environmental Study Travel Demand Forecasting Report*, Connecticut Department of Transportation, October 2004

**Table 4.4-3 West Haven Alternative: New Transit Trips (Percent of Total Inbound Boardings)**

Transit Trip Type	2009			2025		
	AM Peak	Midday	Total	AM Peak	Midday	Total
New Trips <sup>1</sup>	27%	11%	19%	32%	13%	23%
Diverted Trips <sup>2</sup>	73%	89%	81%	68%	87%	77%

- Notes: For the purposes of tracking inbound boardings, ConnDOT defines AM peak trains as those arriving at Grand Central Terminal between 6:00 and 10:00AM, and midday boardings as all other trains.
- 1 Percentage of projected boardings at new station that are new transit trips; this figure represents a maximum.
  - 2 Percentage of projected boardings at new station that are diverted from existing New Haven and Milford stations; this figure represents a minimum.

#### 4.4.5 Cost

An order of magnitude conceptual level cost estimate was prepared for the West Haven Alternative based on FTA and ConnDOT guidelines for projects at the schematic design level of development. The estimate is based on the schematic plans presented in Section 4.4.2 and described in Section 4.4.3.

The projected order of magnitude capital cost estimate for the West Haven Alternative is \$66.56 million in 2008 dollars (projected mid-year of construction). This estimate includes all the necessary railroad improvements, the parking garage, station, platforms, cross-track pedestrian access, surface parking, access roads, site, and off-site intersection, roadway improvements and property acquisition costs. The annualized capital cost, which is based on the life expectancy for each major capital item, is estimated to be \$5.16 million (2008 dollars) for the West Haven Alternative.

The annual operating cost for the facility is estimated at \$1,146,500 in 2008 dollars. This cost includes the maintenance and staffing necessary to operate the facility. The net annual cost (annualized capital cost plus annual operating cost less projected revenues) is projected to be approximately \$3.51 million (2008 dollars).

### 4.5 Orange Alternative

This section describes the site, discusses alternative configurations and designs considered, and provides a detailed description of the Orange Alternative considered in this DEA/DEIE.

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#### 4.5.1 Existing Site Conditions

The Orange Alternative is approximately 28 acres, bounded on the west by Marsh Hill Road, on the east by the Oyster River, on the southeast by the New Haven Line, on the north by Bayer Pharmaceutical and several residential properties, and on the south by commercial property (Figure 4.5-1). Marsh Hill Road continues south of the railroad, where it intersects a private way known as Conair Drive. Salemme Drive, a residential street, extends from Marsh Hill Road to the site. The site is 0.25 miles south of I-95 Interchange 41.

The site includes six parcels: one partially developed industrial parcel, three developed residential parcels and two vacant properties. Elevations range from around 20 feet at the base of the railroad embankment near the Oyster River, to over 110 feet near the proposed entrance on Marsh Hill Road. The site slopes generally downward from west to east, reaching its lowest point at the base of the railroad embankment. The elevation difference from the base of the embankment to the track level varies from 10 to 40 feet.

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#### 4.5.2 Site Sketch Plan Development Process

The schematic design process for the Orange Alternative began with a review of the prior studies, the previously developed schematic site plans, and an evaluation of existing conditions at the site. The September 2001 ConnDOT study developed two sketch plans for the Orange site that met the goals of the proposed railroad station development plan. Both provided a station building, platforms, cross-track pedestrian access and approximately 1,000 parking spaces. Option A-1 accommodated all the parking at-grade while Option A-2 placed approximately half of the parking in a garage, and required the acquisition of seven properties.

All iterations of the sketches establish a site entrance from Marsh Hill Road and an access road bringing vehicles into the site. The 2001 layouts organized the site, roadway and station elements to minimize impacts to the existing wetlands. The other station elements (station, pedestrian crossing, drop-off/pick area) in the 2001 plans were arrayed adjacent to the platforms and tracks but were not directly connected for easy pedestrian access.

Two additional station site layout sketches were developed during preparation of this DEA/DEIE. The options were developed to:

- Place approximately half of the parking in a garage;
- Situate a station building on the inbound side of the tracks connected to a grade-separated pedestrian crossing; and

----- ConnDOT Railroad ROW

----- Limit of Site



Figure 4.5-1  
Existing Site Conditions  
Orange Alternative

- Provide drop-off/pickup areas to accommodate bus traffic located near both the outbound and inbound railroad platforms.

Option A-3 located the station building adjacent to the inbound platform and provided a direct pedestrian connection to the garage and surface parking areas. This option would avoid impact to wetlands adjacent to the railroad embankment. Option A-4 located the station building within the parking garage adjacent to the inbound platform. This option would directly impact wetlands adjacent to the railroad embankment.

Option A-4 was selected for further development as the option which best utilizes the geometry and physical features of the site; provides more direct connections between the parking, station, and platform; and reduces the walking distance from a majority of the spaces. The Town of Orange concurred with this determination (June 7, 2004).

Option A-4 was refined in response to comments received on the plan from the Town and as a result of the other design considerations (Figure 4.5-2 and 4.5-3). This DEA/DEIE (in Chapter 5, Environmental Consequences and Mitigation) evaluates the impacts associated with the refined station layout. The principal changes include relocating the platforms to the west, separating the bus and auto drop-off areas, and adding short-term parking spaces from drop-off/pick-up activity. A comparison of the two site layout options is presented in Table 4.5-1.

**Table 4.5-1 Orange Alternative: Comparison of Site Layout Options**

Option	At-Grade Parking	Structured Parking	Station Building	Pedestrian Access
A-1	all	none	separate	Poor
A-2	50%	50%	Separate	Poor
A-3	50%	50%	Separate	Direct connection to garage and surface parking
A-4	50%	50%	Within parking garage	Direct connections to garage and surface parking
DEA/DEIE	630	470 spaces	Within parking structure	Direct connections; tunnel allows access to outbound platform

### 4.5.3 Description of the DEA/DEIE Alternative

The Orange Alternative would require the acquisition of six parcels as described in detail in Section 5.6, Environmental Consequences and Mitigation. The alternative would include the elements listed below.

- Two new station platforms, one inbound and one outbound; each platform is 1080 feet long by 10 feet wide.

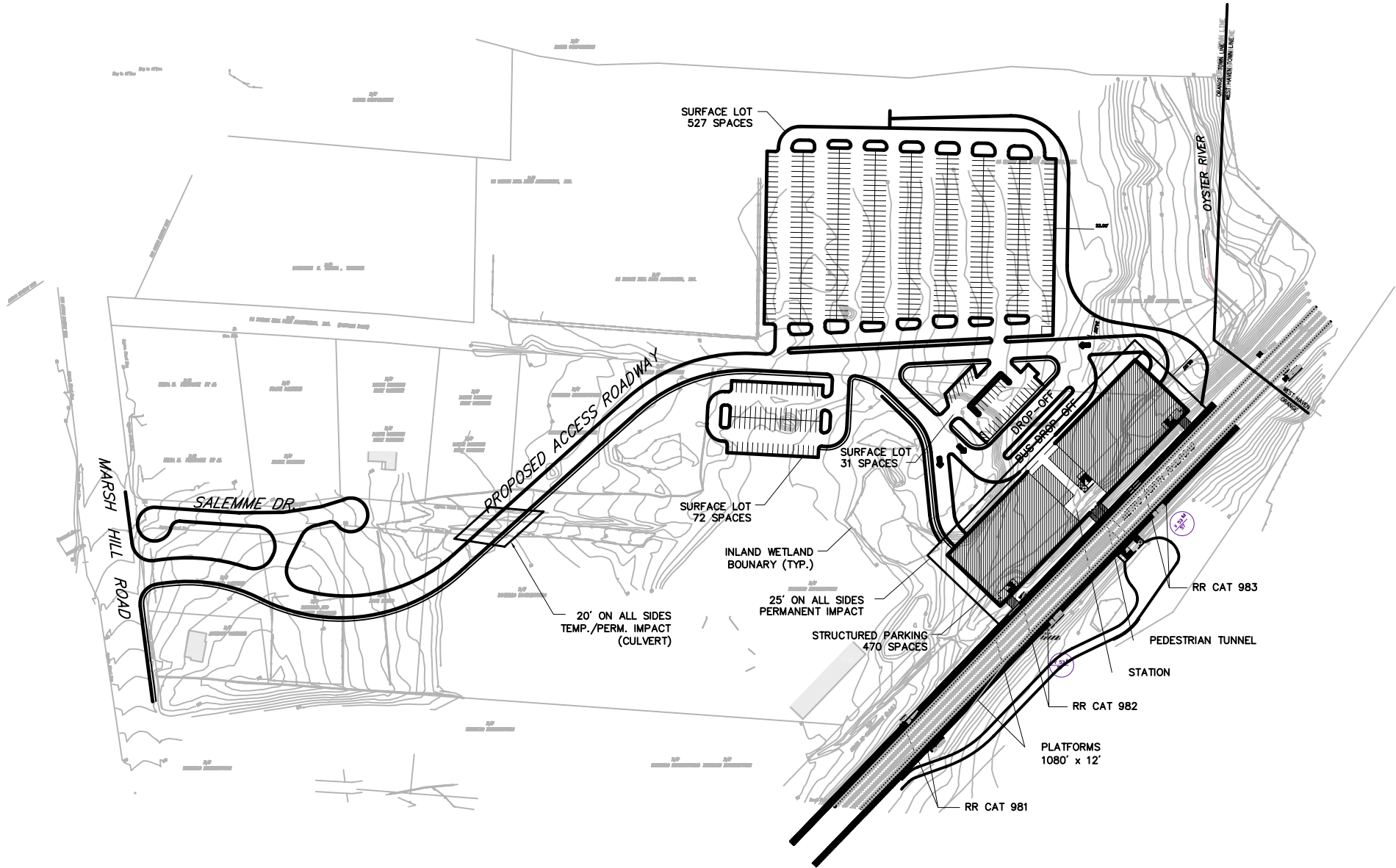


Figure 4.5-2  
Site Sketch  
Orange Alternative

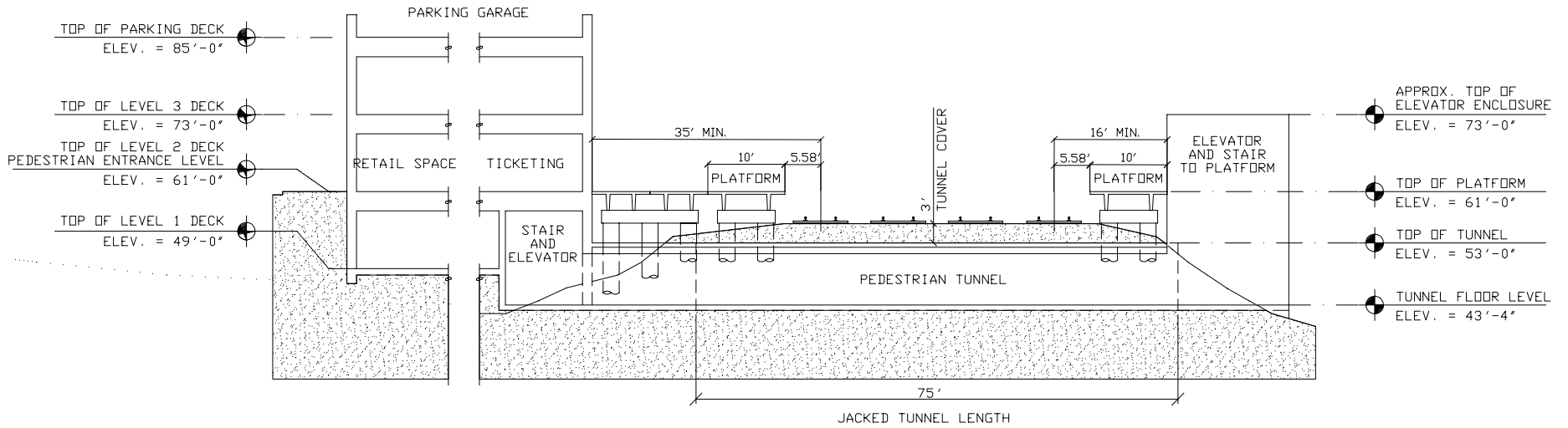


Figure 4.5-3  
Section View  
Orange Alternative



- A station building approximately 3,000 square feet in size in the center of the parking structure, north of the inbound platform; this building was sized according to Metro-North guidelines and would contain a ticket office, a waiting room, restrooms, and a newsstand/kiosk.
- A pedestrian tunnel under the railroad embankment to allow access to the outbound platform from the station.
- A total of approximately 1,100 parking spaces with a minimum of 22 handicap spaces:
  - A parking structure north of the inbound platform with 470 spaces; this structure would have four levels, several of which would be below the level of the station platforms due to the site topography.
  - A surface parking lot with 31 short-term parking spaces.
  - A surface parking lot with 527 spaces.
  - A secondary surface parking lot with 72 spaces.
- An access loop roadway consisting of passenger vehicle and bus drop-off lanes and associated pedestrian walkways.
- An access roadway leading from the parking structure and station to Marsh Hill Road, with a pedestrian walkway on the south side.
- Two new cul-de-sacs from the north side of the station access roadway, providing access to properties on Salemme Lane.
- A gated emergency access driveway along the south side of the railroad ROW, connecting to Conair Drive.
- Access would be from a single entrance on Marsh Hill Road. The road would have a minimum of two 12-foot wide travel lanes (one in each direction). Additional turn lanes would be provided at its intersection with Marsh Hill Road.

The Orange Alternative is currently mostly undeveloped and wooded and drains to the Oyster River. Upon completion, there would be approximately 10 acres of additional impervious surface at the site, resulting in increased flow rates. Stormwater would be collected in a closed drainage system, in which water from the paved surfaces would drain through a series of catch basins and be conveyed through a closed pipe system to a detention facility to mitigate the peak flows and enhance water quality. The stormwater would be discharged to the Oyster River upstream of the culvert.

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#### 4.5.4 Ridership

Travel demand (ridership) for the Orange Alternative was forecast using the ConnDOT statewide travel modeling procedure. As shown in



Table 4.5-2, the Orange Alternative is predicted to attract approximately 1,800 daily inbound boardings in 2009 and approximately 2,100 daily inbound boardings in 2025. Most of these boardings are anticipated to be diverted from the existing New Haven and Milford stations, with a smaller proportion of new transit trips (Table 4.5-3). In 2009, 12 percent (215) of the daily boardings would be new transit trips diverted from single-occupancy vehicles. In 2025, 15 percent of the daily boardings (318 trips) would be new transit trips.

**Table 4.5-2 Orange Alternative: Forecast Inbound Boardings**

Station	2009			2025		
	AM Peak	Midday	Total	AM Peak	Midday	Total
New Haven	707	799	1,506	878	931	1,809
Orange	885	905	1,790	1,081	1,039	2,120
Milford	692	212	908	854	231	1,085
Total	2,284	1,916	4,200	2,813	2,201	5,014

Notes: For the purposes of tracking inbound boardings, ConnDOT defines AM peak trains as those arriving at Grand Central Terminal between 6:00 and 10:00AM, and midday boardings as all other trains.

**Table 4.5-3 Orange Alternative: New Transit Trips (Percent of Total Inbound Boardings)**

Transit Trip Type	2009			2025		
	AM Peak <sup>1</sup>	Midday <sup>1</sup>	Total	AM Peak <sup>1</sup>	Midday <sup>1</sup>	Total
New Trips <sup>2</sup>	18%	5%	12%	21%	7%	15%
Diverted Trips <sup>3</sup>	82%	95%	88%	79%	93%	85%

Notes: For the purposes of tracking inbound boardings, ConnDOT defines AM peak trains as those arriving at Grand Central Terminal between 6:00 and 10:00AM, and midday boardings as all other trains.

- 1 Percentage of projected boardings at new station that are new transit trips; this figure represents a maximum.
- 2 Percentage of projected boardings at new station that are diverted from existing New Haven and Milford stations; this figure represents a minimum.

#### 4.5.5 Cost

An order of magnitude conceptual level cost estimate was prepared for the Orange Alternative based on FTA and ConnDOT guidelines for projects at the schematic design level of development. The estimate is based on the schematic plans presented in Section 4.5.2 and described in Section 4.5.3.

The projected order of magnitude capital cost estimate for the Orange Alternative is \$71 million in 2008 dollars. This estimate includes all the necessary railroad improvements, the parking garage, station, platforms, cross-track pedestrian access, surface parking, access roads, site, and off-

site intersection, roadway improvements, and property acquisition costs. The annualized capital cost, which is based on the life expectancy for each major capital item, is estimated to be \$5.42 million (2008 dollars) for the Orange Alternative.

The annual operating cost for the facility is estimated at \$1,076,300 in 2008 dollars. This cost includes the maintenance and staffing necessary to operate the facility. The net annual cost (annualized capital cost plus annual operating cost less projected revenues) is projected to be approximately \$4.08 million (2008 dollars).

## 4.6 Comparison of Alternatives

This DEA/DEIE does not identify a Preferred Alternative, but in Chapter 5 provides the information on the environmental effects of the No-Action, West Haven, and Orange Alternatives that, in consideration of public input, will enable ConnDOT to identify a Preferred Alternative. The Preferred Alternative (Proposed Action) would be identified in the EA/FEIE. The selection of a Preferred Alternative will be based on consideration of environmental impacts, transportation and environmental benefits, and costs of each alternative as well as comments received during the comment period on the DEA/DEIE and on expected public/private development proposals. Table 4.6-1 provides a comparative summary of the key characteristics of the West Haven and Orange Alternatives as described in the previous sections.

**Table 4.6-1 Comparison of Alternatives**

Characteristic	ALTERNATIVE	
	West Haven	Orange
Site Area (Acres)	8.3	28.08
Property Acquisitions (commercial/residential/undeveloped)	19 (14/4/1)	6 (1/3/2)
Station Building (SF)	3,000	3,000
Total Parking Spaces	1,074	1,100
-- Surface Spaces	524	630
-- Structured Spaces	550	470
Total Daily Inbound Boardings (2009) <sup>1</sup>	1,620	1,790
New Transit Trips (2009) <sup>2</sup>	19%	12%
Total Daily Inbound Boardings (2025) <sup>1</sup>	1,955	2,120
New Transit Trips (2025) <sup>2</sup>	23%	15%
Capital Cost (2008 Dollars)	\$66.6 million	\$71 million

Notes: 1 The number represents the total projected daily boardings at the Build Alternative station.  
 2 Percentage of projected boardings at new station that are new transit trips; this figure represents a maximum.

As shown in the table, both the West Haven and Orange Alternatives address the project purpose of improving the New Haven Line parking supply, reducing roadway congestion, and meeting state and regional transportation planning objectives. Both alternatives increase the parking supply by approximately 1,100 spaces. The Orange Alternative is projected to attract approximately 170 additional daily inbound boardings in 2009 and 165 more in 2025. The West Haven Alternative, however, is projected to attract more new transit boardings (19 percent compared to 12 percent in 2009 and 23 percent compared to 15 percent in 2025).

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# 5

## Environmental Consequences and Mitigation

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### 5.1 Introduction

This chapter describes the environmental consequences of each reasonable alternative considered in this DEA/DEIE.

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### 5.2 Resources Eliminated from Further Consideration

Preliminary research, review of existing information, and coordination with state and federal resource agencies shows that certain environmental resources, or categories of potential environmental effect, are not present at one or both of the proposed station site alternatives or are not likely to be affected by construction of a new commuter rail station at either site. The *Baseline Conditions Technical Memorandum* documents existing conditions. This report, and correspondence submitted to ConnDOT, provides support for these conclusions.

The following environmental resources, or category of potential environmental effect, are not analyzed in the DEA/DEIE because they are not present at either site and would not be affected by construction of a new commuter rail station:

- **Wild and Scenic Rivers:** The Oyster River and the Cove River are not federally-designated Wild and Scenic Rivers.
- **Coastal Barriers:** Both alternatives are located at inland sites and are not on designated Coastal Barriers.
- **Farmland Soils:** There are no regulated farmland soils present at either alternative.

- Historic Resources (above-ground): The Connecticut SHPO has determined (see Appendix A Correspondence) that there are no above-ground historic resources present at either alternative.
- Section 4(f) Resources: There are no public parks, wildlife refuges, public recreation areas, or historic properties present at or adjacent to either alternative.
- Community Facilities and Services: there are no community facilities or services in the vicinity of either Alternative.

In addition, potential vibration impacts have not been evaluated. This analysis was not necessary because the proposed project is along an existing, active rail corridor and there are no vibration sensitive receptors within 200 feet of either station site. The proposed project also will not be a new source of vibration and is not expected to result in any significant changes in rail traffic that could potentially increase vibration along the rail corridor.

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### 5.3 Transportation

This section briefly describes the West Haven and Orange transportation analysis study areas, existing transportation conditions within these areas, the methodology used to establish existing and future transportation conditions, the traffic impacts of the No-Action and two Build Alternatives, and the potential mitigation measures. The development of this analysis was coordinated with ConnDOT staff. The municipalities and region (SCRCOG) will be consulted during the public hearings. The Connecticut State Traffic Commission (STC) will be engaged during development of final design plans. *The Traffic Impact and Access Study (TIAS) Technical Memorandum* contains additional information and detailed analysis of the projected transportation impacts.

Traffic conditions are described in terms of Level of Service (LOS), with levels ranging from LOS A (best) to LOS F (worst). Levels of service for signalized intersections are defined in terms of average stopped delay per vehicle. Delay is a complex measure and is dependent on a number of variables including the quality of signal progression, cycle length, green ratio, and the volume/capacity ratio for the approach. For signalized intersections, levels of service can be calculated and expressed for each movement or approach and for the total intersection as a weighted average of all movements.

Level of service analysis for unsignalized intersections is based on average total delay, defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The level of service criteria for signalized and unsignalized intersections are shown in Table 5.3-1. In urban areas like West Haven and Orange, LOS D is considered acceptable and LOS E and F are considered failing.

**Table 5.3-1 Level of Service Criteria**

Level of Service	Signalized Intersections <sup>1</sup>	Unsignalized Intersections <sup>2</sup>
LOS A	5.0 or less	5.0 or less
LOS B	5.1 to 15.0	5.1 to 10.0
LOS C	15.1 to 25.0	10.1 to 20
LOS D	25.1 to 40.0	20.1 to 30
LOS E	40.1 to 60.0	30.1 to 45
LOS F	More than 60	More than 45.0

1 Stopped delay per vehicle (seconds)

2 Average total delay (seconds/vehicle)

The level-of-service analysis was conducted for all intersections using procedures presented in the *Highway Capacity Manual 2000*, Transportation Research Board. The Highway Capacity Software 2000 (version 4.1d), which implements these procedures, was used to perform the analyses.

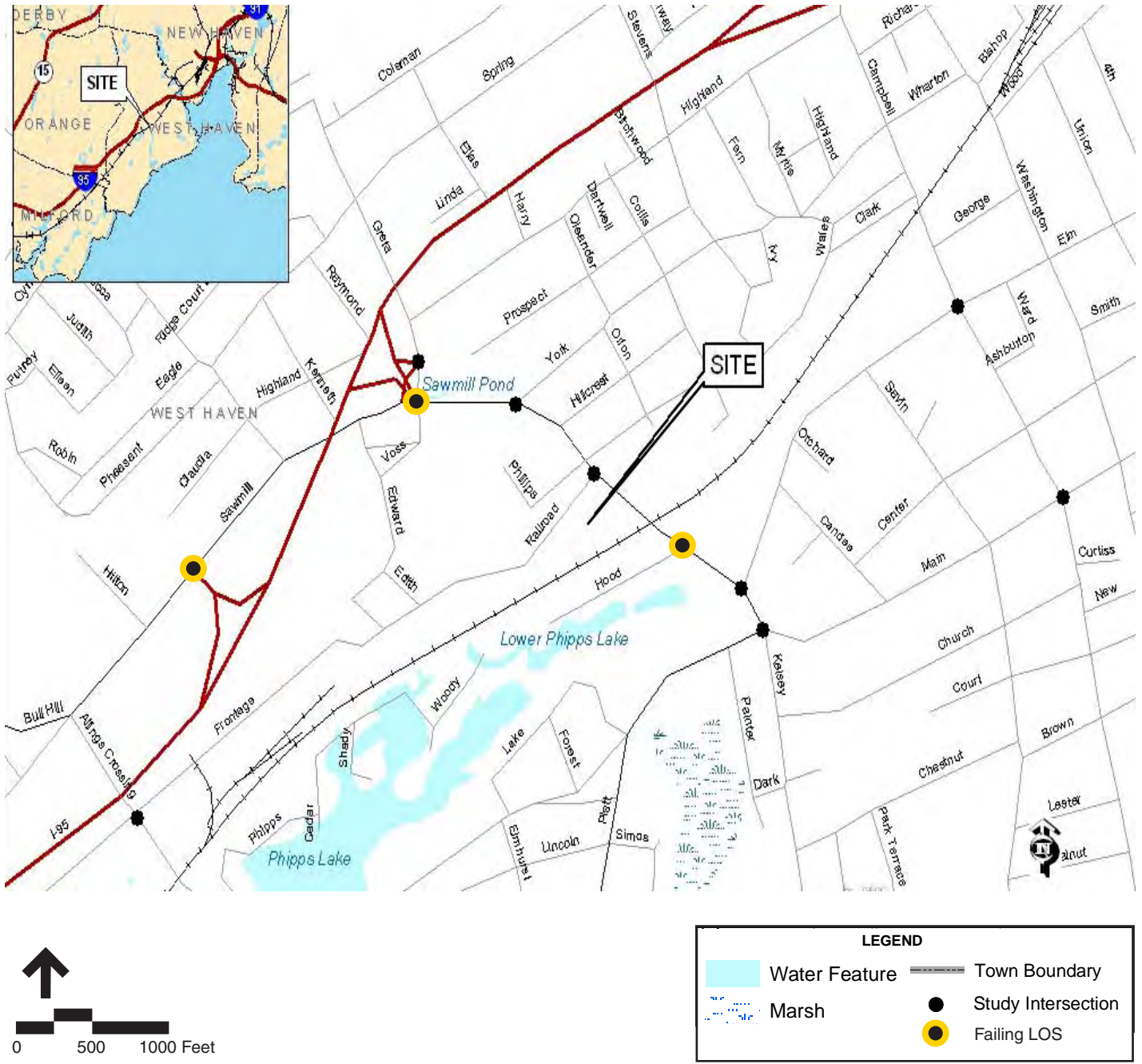
### 5.3.1 Existing Conditions: Transportation

The Affected Environment includes a series of intersections around each of the station sites that could potentially be impacted by implementation. The West Haven study area includes the following 11 intersections (Figure 5.3-1):

1. Allings Crossing at Railroad Avenue/Frontage Road
2. Route 162 (Sawmill Road) at I-95 (Exit 42 Southbound on-off ramps)
3. Route 162 (Sawmill Road) at I-95 (Exit 42 Northbound on-off ramps)/Greta Street/Voss Road (Existing conditions). Future conditions include two separate intersections – 3a) I-95 Exit 42N on-off ramps with Sawmill Road and 3b) Sawmill Road at Greta Street/Voss Road.
4. Route 162 (Sawmill Road) at Railroad Avenue
5. Route 162 (Sawmill Road) at Elm Street
6. Route 162 (Sawmill Road) at Main Street/Platt Avenue
7. Elm Street at Campbell Avenue
8. Main Street at Campbell Avenue
9. I-95 NB Off Ramp at Greta Street (unsignalized)
10. Route 162 (Sawmill Road) at York Street (unsignalized)
11. Route 162 (Sawmill Road) at Hood Terrace (unsignalized)

The Orange study area includes the following nine intersections (Figure 5.3-2):

1. I-95 Exit 41 Southbound on-off ramps at Marsh Hill Road (signalized)
2. I-95 Exit 41 Northbound on-off ramps at Marsh Hill Road (signalized)

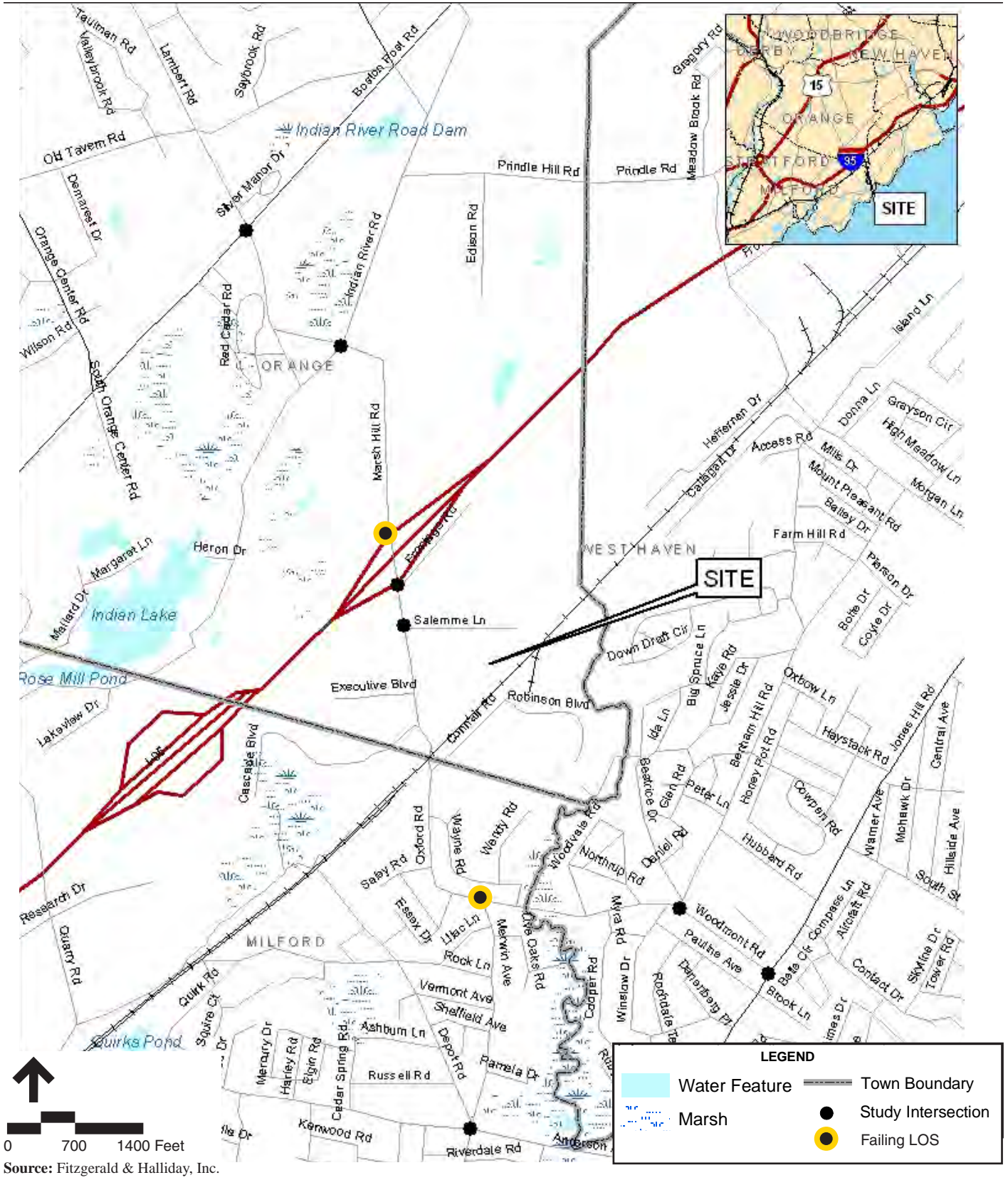


Source: Fitzgerald & Halliday, Inc.

West Haven Traffic Study Area

Figure 5.3-1





Orange Traffic Study Area

Figure 5.3-2

3. Marsh Hill Road at Salemme Lane (Existing and No-Action) and Marsh Hill Road at Site Driveway (Build) (unsignalized)
4. Marsh Hill Road at Indian River Road/Lambert Road (signalized)
5. Lambert Road at Post Road (Route 1) (signalized)
6. Oxford Road at Merwin Avenue (Milford) (unsignalized)
7. Merwin Avenue at Anderson Avenue/Depot Road (Milford) (signalized)
8. Woodmont Road at Benham Hill Road (West Haven) (unsignalized)
9. Woodmont Road at Route 162 (West Haven) (signalized)

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### Existing Traffic Volumes

The study team collected peak hour and daily traffic data to support the traffic operations analysis. ConnDOT provided daily and peak hour traffic volume data where already available through its traffic data inventory. The newly collected field data included manual turning movement counts for the morning (7:00 AM - 9:00 AM) and afternoon (4:00 PM - 6:00 PM) peak travel periods at all of the study intersections. Automatic traffic recorder counts (ATRs) were collected over a 48-hour period bi-directionally at fourteen locations, seven in each study area.

### West Haven Locations

In West Haven, existing daily traffic volumes range from approximately 7,600 vehicles per day (vpd) to 16,000 vpd. Locations selected in West Haven along with the daily count are provided below:

1. Route 162 (Sawmill Road) south of I-95 (16,000 vpd)
2. Route 162 (Sawmill Road) north of I-95 (13,500 vpd)
3. Elm Street east of Route 162 (Sawmill Road) (9,000 vpd)
4. Main Street east of Route 162 (Sawmill Road)/Kelsey Avenue (7,600 vpd)
5. Kelsey Avenue west of Route 162 (Sawmill Road) (11,700 vpd)
6. Route 162 (Sawmill Road) south of Hood Terrace (14,300 vpd)
7. Route 162 (Sawmill Road) at Railroad Bridge (14,700 vpd)

### Orange Locations

In Orange, existing daily traffic volumes range from approximately 3,700 vehicles per day (vpd) to 21,100 vpd. Locations selected in Orange along with the daily count are provided below:

1. Marsh Hill Road south of I-95 ramps (14,800 vpd)
2. Marsh Hill Road at Orange/Milford town line (12,200 vpd)
3. Marsh Hill Road south of Indian River Road (21,100 vpd)

4. Indian River Road between Marsh Hill Road and Prindle Hill Road (10,600 vpd)
5. Indian River Road south of Marsh Hill Road (3,700 vpd)
6. Merwin Avenue between Anderson Avenue and Oxford Road (6,600 vpd)
7. Woodmont Road between Route 162 and Benham Hill Road (5,000 vpd)

**Existing Level-of-Service Analysis**

Overall results from the existing conditions LOS analysis for the 11 West Haven study area intersections and nine Orange study area intersections for both the AM and PM peak hours are reported in Tables 5.3-2 and 5.3-3.

**Table 5.3-2 Existing Conditions (2004) Level-of-Service Analysis Results: Signalized Intersections**

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay <sup>1</sup>	LOS	Average Delay <sup>1</sup>	LOS
<b>WEST HAVEN INTERSECTIONS</b>				
Allings Crossing at Frontage Rd	10.0	B	14.1	B
Route 162 at I-95 SB Ramps	70.5	E	52.7	D
Route 162 at I-95 NB Ramps	658.9	F	1014.0	F
Route 162 and Railroad Ave.	9.8	A	32.9	C <sup>3</sup>
Route 162 and Elm Street	18.1	B	24.9	C
Route 162 and Main Street	31.4	C <sup>4</sup>	28.8	C <sup>4</sup>
Elm Street and Campbell Ave	18.2	B	22.5	B
Main Street and Campbell Ave	13.9	B	14/8	B
<b>ORANGE INTERSECTIONS</b>				
Marsh Hill Road at I-95 NB Ramps	40.4	D <sup>5</sup>	36.0	D <sup>5</sup>
Marsh Hill Road at I-95 SB Ramps	59.3	E	64.2	E
Route 162 at Woodmont Ave	13.3	B	17.3	B
Route 1 at Lambert Road	30.7	C	34.4	C <sup>6</sup>
Marsh Hill Road at Indian River Road	15.4	B	25.3	C <sup>7</sup>
Merwin Avenue at Anderson Ave	27.6	C	21.2	C

- Notes:
- 1 Seconds per vehicle
  - 2 LOS D is considered acceptable in an urban environment; LOS E and F are failing
  - 3 The EB shared L-T-R lane operates at LOS F during the PM Peak Hour
  - 4 The NB LT lane operates at LOS F during the PM Peak Hour; the NB T-R lane operates at LOS E during the AM Peak Hour; the SB LT lane operates at LOS E during both the AM and PM peak hours
  - 5 The NB RT operates at LOS F during the AM Peak Hour; the SB RT operates at LOS F during the PM Peak Hour.
  - 6 The WB LT lane operates at LOS E during the PM Peak Hour.
  - 7 The WB LT lane operates at LOS E during the PM Peak Hour.

**Table 5.3-3 Existing Conditions (2004) Level-of-Service Analysis Results:  
Unsignalized Intersections**

Intersection Approach/Movement	AM Peak Hour			PM Peak Hour			
	VPH	Average Delay <sup>1</sup>	LOS	VPH	Average Delay <sup>1</sup>	LOS	
<b>WEST HAVEN INTERSECTIONS</b>							
<b>I-95 NB Off Ramp and Greta Street</b>							
Westbound (Greta Street)	T	120	13.6	B	110	21.3	C
<b>Route 162 and York Street</b>							
Westbound (York Street)	L-R	90	21.0	C	100	31.0	D
<b>Route 162 and Hood Terrace</b>							
Eastbound (Hood Terrace)	L-T-R	0	n/a	n/a	50	147.3	F
Westbound (Commercial Driveway)			na	na		14.4	B
<b>ORANGE INTERSECTIONS</b>							
<b>Marsh Hill Road and Salemme Lane</b>							
Southbound (Marsh Hill Road)	L-T	595	10.1	B	847	9.5	A
Westbound (Salemme Lane)	L-R	5	18.7	C	2	19.7	C
<b>Oxford Road and Merwin Avenue</b>							
Eastbound (Oxford Road)	T-R	212	13.2	B	792	114.1	F
Westbound (Oxford Road)	L-T	448	31.0	D	196	11.9	B
Northbound (Merwin Avenue)	L-R	451	34.2	D	198	13.5	B
<b>Woodmont Road and Benham Hill Road</b>							
Westbound (Woodmont Road)	T-R	255	9.8	A	131	8.7	A
Southbound (Benham Hill Rd)	L-R	170	8.7	A	134	9.1	A

- Notes: 1 Seconds per vehicle  
2 LOS D is considered acceptable in an urban environment; LOS E and F are failing  
3 There are 3 unsignalized intersections evaluated in West Haven under existing conditions

**West Haven Intersections:**

In West Haven, three of the 11 intersections operate at an overall LOS E or F. Five of the 11 intersections were identified as locations with critical movements currently operating at failing levels of service (LOS E or F). The critical movements are listed below:

Route 162 (Sawmill Road) at I-95 Southbound ramps (Overall LOS E (AM); LOS D (PM)):

- The westbound de facto left-turn movement operates at LOS F during the AM peak hour.
- The northbound left-turn movement operates at LOS F during the AM and PM peak hours.

Route 162 (Sawmill Road) at I-95 Northbound ramps (Overall LOS F (AM and PM)):

- The eastbound shared left-thru-right movement operates at LOS F during the AM and PM peak hours.
- The westbound shared left-thru-right movement operates at LOS F during the AM and PM peak hours.

Route 162 (Sawmill Road) at Railroad Avenue (Overall LOS A (AM); LOS C (PM)):

- The eastbound shared left-right movement operates at LOS F during the PM peak hour.

Route 162 (Sawmill Road) at Main Street (Overall LOS C (AM and PM)):

- The northbound left-turn movement operates at LOS F during the PM peak hour.
- The northbound shared thru-right movement operates at LOS E during the AM peak hour.
- The southbound left movement operates at LOS E during the AM and PM peak hour.

Route 162 (Sawmill Road) at Hood Terrace (unsignalized):

- The eastbound shared left-thru-right movement operates at LOS F during the PM peak hour.

**Orange Intersections:**

In Orange, two of the nine intersections operate at an overall LOS E or F. Five of the nine intersections were identified as locations with critical movements currently operating at failing levels of service (LOS E or F). The critical movements are listed below:

Marsh Hill Road at I-95 Northbound ramps (Overall LOS D (AM and PM)):

- The westbound right-turn movement operates at LOS F during the PM peak hour.
- The northbound right-turn movement operates at LOS F during the AM peak hour.

Marsh Hill Road at I-95 Southbound ramps (Overall LOS E (AM and PM)):

- The westbound left-turn movement operates at LOS F during the AM peak hour and at LOS E during the PM peak hour.
- The westbound right-turn movement operates at LOS F during the PM peak hour.
- The northbound thru movement operates at LOS E during the PM peak hour.
- The northbound right-turn movement operates at LOS E during the AM peak hour.

- The southbound left-turn movement operates at LOS F during the PM peak hour.

US Route 1 at Lambert Road (Overall LOS C (AM and PM)):

- The westbound left-turn movement operates at LOS E during the PM peak hour.

Marsh Hill Road at Indian River Road (Overall LOS B (AM); LOS C (PM)):

- The westbound left-turn movement operates at LOS E during the PM peak hour.

Oxford Road at Merwin Avenue (unsignalized):

- The eastbound shared thru-right movement operates at LOS F during the PM peak hour.

#### **Summary - Existing Conditions Analysis:**

Under existing conditions, three of the 11 intersections in West Haven operate at a failing level of service. Two of the eight signalized intersections, Route 162 and I-95 Northbound ramps and Route 162 and the I-95 Southbound ramps, operate at an overall level of service E or F during one or both peak periods. Of the three unsignalized intersections, only the shared left-through-right turn lane on Hood Terrace at Route 162 operates at LOS F. The remaining intersections operate at acceptable levels of service.

In Orange, two of the nine operate at a failing level of service. One of the six signalized intersections, I-95 southbound ramps at Marsh Hill Road, operates at a LOS E during the morning and evening peak hours. Of the three unsignalized intersections, only the eastbound Oxford Road approach at the unsignalized intersection of Woodmont/Oxford Road and Merwin Avenue operates at LOS F during the evening peak hour. The remaining intersections operate at acceptable levels of service.

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### 5.3.2 Methodology: Transportation

This section briefly describes the methodology used to develop future No-Action and Build Alternative traffic volumes on study area roadways. More detail is provided in the *Traffic Impact and Access Study (TIAS) Technical Memorandum*.

ConnDOT developed the future No-Action traffic volumes used in this analysis. In developing these future traffic volumes, general background traffic growth and traffic from planned developments were considered. Planned roadway improvements were considered when determining the potential traffic impacts. The number of intersections analyzed under future No-Action and Build conditions reduces from 11 to 10 in West Haven as a result of the reconfiguration of the I-95 NB ramp intersection with Route 162

that is currently under construction. The unsignalized intersection of Greta Street with the I-95 NB ramp will be eliminated.

As previously discussed in Sections 4.2.1, the ConnDOT statewide travel demand forecasting model was used to develop transit ridership forecasts for the year of opening (2009) and the horizon year (2025). The forecasts include total daily inbound boardings and peak period inbound boardings. The peak period inbound boarding data were converted to peak hour vehicle trips using the following assumptions:

- The peak period inbound boardings were converted to peak hour boardings by using the existing distribution of peak period ridership across the scheduled peak period trains at New Haven and Milford. These data indicate that approximately 42 percent of the passengers commute during the AM peak hour and 37 percent of the passengers travel during the PM peak hour.
- The peak hour boardings were then converted to vehicle trips by assuming an auto occupancy rate is 1.1 passengers per vehicle. It was further assumed that 5 percent of the passengers would be dropped off or picked-up. The impact of this drop-off rate on the parking supply is negligible.
- The resultant vehicle trips were distributed to study area roadways. In developing the trip distribution patterns, three types of trips were considered: new trips, trips diverted from the existing New Haven station, and trips diverted from the existing Milford station. Trip tables from ConnDOT's statewide model along with a review of the 2000 census tract population and the anticipated travel routes of people in the service area were used to determine the distribution of each type of generated traffic.

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### 5.3.3 Impact Assessment: Transportation

This section presents a comparison of future projected levels of service for the key study area intersections for the three alternatives (No-Action, West Haven, and Orange). A summary of projected AM and PM peak hour operations is provided in Table 5.3-4 for signalized intersections and 5.3-5 for unsignalized intersections.

The future No-Action Alternative analysis indicates that seven intersections are projected to fail (LOS E or F) by 2025. Both Build Alternatives will have an impact on transportation conditions. The West Haven Alternative is projected to result in two additional failing intersections while the Orange Alternative is projected to add one failing intersection. ConnDOT is committed to undertaking the identified intersection improvements. Funding for these improvements will likely come from both federal and state sources. ConnDOT's standard practice is to obtain all the necessary approvals and permits for the improvements during the final design.

**Table 5.3-4 Future Conditions Level-of-Service Analysis Results Summary: Signalized Intersections**

	Future No-Action (2009)				Future Build (2009)				Future No-Action (2025)				Future Build (2025)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Average Delay <sup>1</sup>	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
<b>WEST HAVEN INTERSECTIONS</b>																
Allings Crossing at Frontage Rd	10.3	B	14.2	B	10.3	B	14.8	B	11.4	B	16.5	B	11.4	B	17.7	B
Route 162 at I-95 SB Ramps	33.0	C	39.3	D	32.6	C	39.4	D	44.6	D	58.8	E	43.7	D	58.6	E
Route 162 at I-95 NB Ramps	32.8	C	32.9	C	31.0	C	33.2	C	41.5	D	48.3	D	39.1	D	48.6	D
Route 162 at Railroad Ave	10.5	B	52.0	D	12.5	B	131.2	F	11.8	B	65.8	E	16.2	B	165.6	F
Route 162 at Elm St	19.5	B	87.2	F	27.6	C	89.5	F	29.0	C	113.6	F	52.1	D	119.1	F
Route 162 at Main St	40.9	D	64.1	E	47.8	D	72.7	E	72.0	E	149.6	F	88.4	F	164.1	F
Elm St at Campbell Ave	19.6	B	48.8	D	20.1	C	53.1	D	23.7	C	110.7	F	25.0	C	119.3	F
Main St at Campbell Ave	14.3	B	15.7	B	14.3	B	15.8	B	15.8	B	18.1	B	15.8	B	18.3	B
<b>ORANGE INTERSECTIONS</b>																
Marsh Hill Rd at I-95 NB Ramps	44.4	D	38.4	D	42.5	D	47.0	D	59.2	E	55.5	E	56.9	E	102.2	F
Marsh Hill Rd at I-95 SB Ramps	65.6	E	73.7	E	118.2	F	89.4	F	93.9	F	160.1	F	138.2	F	186.7	F
Route 162 at Woodmont Ave	13.6	B	17.8	B	14.4	B	18.3	B	14.8	B	20.4	C	14.8	B	26.0	C
Route 1 at Lambert Rd	31.5	C	36.4	D	30.8	C	42.6	D	33.7	C	61.7	E	33.0	C	79.4	E
Marsh Hill Rd at Indian River Rd	15.8	B	37.1	D	16.4	B	38.6	D	17.9	B	57.3	E	18.3	B	64.3	E
Merwin Ave at Anderson Ave	38.9	D	23.7	C	43.4	D	24.7	C	86.5	F	39.9	D	91.1	F	44.7	D

Source: Fitzgerald & Halliday, Inc., September 2004

Notes: 1 Seconds per vehicle

2 LOS D is considered acceptable in an urban environment; LOS E and F are failing



**Table 5.3-5 Future Conditions Level-of-Service Analysis Results Summary: Unsignalized Intersections**

Approach/Movement	Future No Action (2009)						Future Build (2009)						Future No Action (2025)						Future Build (2025)						
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
	VPH	Avg. Delay <sup>1</sup>	LOS	VPH	Avg. Delay	LOS	VPH	Avg. Delay	LOS	VPH	Avg. Delay	LOS	VPH	Avg. Delay	LOS	VPH	Avg. Delay	LOS	VPH	Avg. Delay	LOS	VPH	Avg. Delay	LOS	
<b>WEST HAVEN INTERSECTIONS</b>																									
<b>Route 162 &amp; York Street</b>																									
Westbound (York Street)	L-R	90	23.5	C	110	45.7	E	90	29.1	D	110	74.5	F	100	33.3	D	130	266.0	F	100	48.1	E	130	508.7	F
<b>Route 162 &amp; Hood Terrace</b>																									
Eastbound (Hood Terrace)	L-T-R	0	0	--	50	300.6	F	3	11.5	B	10.5	427.4	F	0	0	--	50	678.8	F	4	12.2	B	118	925.9	F
Westbound (Commercial Drive)	L-T-R	0	0	--	50	16.2	C	0	N/A	N/A	30	16.3	C	0	0	--	30	18.4	C	0	0	--	30	18.5	C
<b>ORANGE INTERSECTIONS</b>																									
<b>Marsh Hill Road &amp; Salemme Lane</b>																									
Southbound (Marsh Hill Road)	L-T	630	10.3	B	890	9.7	A	899	16.1	C	903	9.9	A	730	11.1	B	1045	10.4	B	1058	25.6	D	1061	10.6	B
Westbound (Salemme Lane)	L-R	10	22.6	C	10	21.8	C	29	90.1	F	309	133.2	F	5	13.0	B	0	N/A	N/A	28	187.3	F	365	381.1	F
<b>Oxford Road &amp; Merwin Avenue</b>																									
Eastbound (Oxford Road)	T-R	225	14.2	B	835	144.7	F	229	15.5	C	904	190.1	F	260	17.2	C	975	235.7	F	265	17.5	C	1052	288.7	F
Westbound (Oxford Road)	L-R	470	39.6	E	205	12.2	B	517	65.3	F	207	12.3	B	550	90.6	F	240	13.4	B	608	132.5	F	243	13.5	B
Northbound (Merwin Avenue)	L-R	470	42.8	E	205	13.9	B	494	60.1	F	206	14.0	B	555	100.3	F	245	15.3	C	584	122.6	F	246	15.4	C
<b>Woodmont Road &amp; Benham Hill Road</b>																									
Westbound (Woodmont Road)	T-R	270	10.1	B	135	8.8	A	317	11.0	B	62	8.0	A	315	11.3	B	160	9.5	A	318	11.4	B	163	9.9	A
Southbound (Benham Hill Road)	L-R	180	8.9	A	140	9.3	A	180	9.1	A	140	9.1	A	210	9.6	A	145	10.0	A	210	9.7	A	165	10.8	B

Source: Fitzgerald & Halliday, Inc., September 2004

Notes: 1 Seconds per vehicle

2 LOS D is considered acceptable in an urban environment; LOS E and F are failing

3 There are only 2 unsignalized intersections evaluated in West Haven under future No-Action and Build conditions

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### Future Conditions: No-Action Alternative

The No-Action Alternative identifies the future projected traffic operations at the ten study area intersections in West Haven and nine study area intersections in Orange for 2009 and 2025. The results of this analysis are summarized below.

#### West Haven Intersections

In West Haven, the future No-Action analysis indicates that a total of four of the 10 intersections are projected to operate at an overall failing level of service (LOS E or F) in 2009. Two signalized intersections, Route 162 at Elm Street at Route 162 at Main Street, are projected to operate at LOS E during the evening peak hour. Both unsignalized intersections, Route 162 at York Street and Route 162 at Hood Terrace, are projected to have failing levels of service on their minor movements. By 2025, a total of seven of the 10 intersections are projected to operate at failing levels of service. In addition to the two unsignalized locations, overall operations at five of the eight signalized intersections are projected to fail:

- Route 162 at Elm Street (LOS F PM Peak Hour)
- Route 162 at Main Street (LOS E AM Peak Hour; LOS F PM Peak Hour)
- Route 162 at I-95 Southbound Ramps (LOS E PM Peak Hour)
- Route 162 at Railroad Avenue (LOS E PM Peak Hour)
- Elm Street and Campbell Street (LOS F PM Peak Hour)

#### Orange Intersections

In Orange, two of the nine intersections are projected to operate at an overall failing level of service (LOS E or F) in 2009. One of the six signalized intersections (Marsh Hill Road and I-95 SB Off Ramps) is projected to operate at LOS E during both peak periods. In addition, one of the three unsignalized intersections (Woodmont/Oxford Road and Merwin Avenue) is projected to have two movements operate at LOS E during the AM Peak Hour and one movement operate at LOS F during the PM Peak Hour. By 2025, six of the nine intersections are projected to operate at LOS E or F. Five of the six signalized locations are projected to fail:

- Marsh Hill Road and I-95 NB ramps (LOS E both peak hours)
- Marsh Hill Road and I-95 SB ramps (LOS F both peak hours)
- US Route 1 and Lambert Avenue (LOS E PM Peak Hour)
- Marsh Hill Road and Indian River Road (LOS E PM Peak Hour)
- Merwin Avenue and Anderson Avenue (LOS F AM Peak Hour)

The delays at the unsignalized intersection of Woodmont/Oxford Road at Merwin Avenue are expected to increase resulting in long waits for critical movements.

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#### Future Conditions: West Haven Alternative

The West Haven Alternative is projected to result in 1,620 daily inbound boardings by 2009 of which 814 would occur during the AM peak period. By 2025, the projections are for 1,955 daily and 1,007 AM peak period inbound boardings. The total vehicle trips estimated to be generated as a result of the proposed rail station are 329 vehicles in the AM peak hour and 290 vehicles in the PM peak hour in 2009 and approximately 400 vehicle trips during the AM peak hour and 360 vehicle trips during the PM peak hour for the design year 2025. These vehicle trips were distributed to study area roadways.

Analysis results for the opening year 2009 indicate that one additional intersection (for a total of five intersections) is projected to fail (LOS E or F) with the West Haven Alternative. The signalized intersection of Route 162 and Railroad Avenue, which would provide the primary access to the proposed station and parking facilities located on the north side of the railroad ROW, is projected to operate at LOS F during the PM peak hour by 2009. Five of the ten intersections evaluated for the 2009 conditions are anticipated to fail if no improvements are made.

For the design year 2025, no additional intersections are projected to fail. As previously discussed in the No-Action Alternative summary, five signalized and both of the unsignalized intersections are expected to operate at failing levels of service by 2025 as a result of traffic growth in the area. Of these seven locations, only two intersections warrant improvements as a result of the cumulative impact of the West Haven Alternative: Route 162 at Railroad Avenue and Route 162 at Hood Terrace.

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#### Future Conditions: Orange Alternative

The Orange Alternative is projected to result in 1,790 daily inbound boardings by 2009 of which 885 would occur during the AM peak period. By 2025, the projections are for 2,120 daily and 1,081 AM peak period inbound boardings. The total vehicle trips estimated to be generated as a result of the proposed rail station are 359 vehicles in the AM peak hour and 315 vehicles in the PM peak hour in 2009 and approximately 440 during the AM peak hour and 385 during the PM peak hour for the design year 2025. These vehicle trips were distributed to study area roadways.

For the opening year 2009, analysis results indicate one additional intersection (for a total of three intersections) is projected to fail (LOS E or F) with the Orange Alternative. The unsignalized intersection of Marsh Hill

Road and Salemme Lane, which would provide the primary access to the proposed station and parking facilities, is projected to operate at LOS F during both peak hours by 2009. Three of the nine intersections evaluated for the 2009 condition are anticipated to fail if no improvements are made.

For the design year 2025, analysis results indicate one additional intersection (for a total of seven intersections), Marsh Hill Road at Salemme Lane, is projected to fail. A total of seven intersections are expected to operate at failing levels of service as a result of increased traffic volume and project impacts. Of these, only one intersection warrants improvements for both the 2009 and 2025 conditions as a result of project impacts - Marsh Hill Road at Salemme Lane (proposed site driveway). The mitigation is the same for both analysis years.

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#### 5.3.4 Mitigation Measures: Transportation

Based on the results of the future conditions level-of-service analysis at the study area intersections, measures would be required to reduce the projected impact of station site-generated traffic at two locations for the West Haven Alternative and at one location for the Orange Alternative. In addition, improvements required as a result of projected background traffic growth are needed at five locations for the West Haven Alternative and six locations for the Orange Alternative. These proposed measures and the expected level-of-service improvements are summarized in the following sections. The proposed transportation improvements for each design year, and their effect on intersection operations (LOS), are summarized in Table 5.3-6 for the West Haven Alternative and Table 5.3-7 for the Orange Alternative.

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##### Mitigation: West Haven Alternative

For both the opening year 2009 and design year 2025, five signalized and both of the unsignalized intersections are expected to fail as a result of traffic growth in the area and project impacts. Of these, only two intersections warrant improvements as a result of project impacts. Table 5.3-6 summarizes the Build and Mitigated Build levels of service for both 2009 and 2025 conditions. The descriptions of the improvements required to address the impacts of the West Haven Alternative are:

**Table 5.3-6 Summary of Mitigation: West Haven Alternative**

		2009					2025				
			LOS w/o Mitigation		LOS w/Mitigation			LOS w/o Mitigation		LOS w/Mitigation	
Intersection	Critical Lane Movement	Proposed Improvement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	Proposed Improvement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
<b>Route 162 at I-95 SB Ramps</b>											
Northbound	LT	Modify the intersections planned signal timing	D	F	C	D	Modify signal timing	F	F	D	D
<b>Route 162 &amp; I-95 NB Ramps</b>											
Westbound	RT	Modify the intersections planned signal timing	E	D	D	C	Modify cycle length and signal timing	F	D	A	A
Northbound	LT-THRU		C	E	C	D		C	F	D	C
Northbound	RT		C	F	C	D		C	F	A	B
<b>Route 162 at Railroad Ave<sup>2</sup></b>											
Eastbound	LT-RT	Provide an exclusive LT and RT turn lane; modify phasing	C	F	C <sup>1</sup>	D <sup>1</sup>	Provide separate THRU and RT lane on SB approach; provide separate LT and RT lane on EB approach; modify cycle length and signal timing	D	F	C <sup>1</sup>	E <sup>1</sup>
Southbound	THRU-RT	No changes for 2009	--	--	--	--		C	E	A <sup>1</sup>	D <sup>1</sup>
<b>Route 162 &amp; Hood Terrace</b>											
Eastbound	LT-THRU-RT	Signalize the intersection; provide shared LT-THRU lane and exclusive RT lane; modify signal timing	B	F	D <sup>1</sup>	D <sup>1</sup>	Provide shared LT-THRU lane and exclusive RT lane on EB approach; modify cycle length and signal timing	B	F	A <sup>1</sup>	B <sup>1</sup>
<b>Route 162 at Elm St</b>											
Westbound	LT-RT	Provide exclusive LT and RT lane on west-bound approach; modify signal timing	C	F	D	B	Provide two LT lanes and one RT lane on WB approach; modify cycle length and signal timing	D	F	B <sup>1</sup>	D <sup>1</sup>
Northbound	THRU		--	--	--	--		F	C	B	C
Southbound	LT		B	F	D	B		B	F	A	B

**Table 5.3-6 Summary of Mitigation: West Haven Alternative (con't)**

		2009					2025				
		LOS w/o Mitigation		LOS w/Mitigation		LOS w/o Mitigation		LOS w/Mitigation			
Intersection	Critical Lane Movement	Proposed Improvement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	Proposed Improvement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
<b>Route 162 at Main St</b>											
Eastbound	LT							E	F	D	D
Northbound	LT	Provide one LT, one THRU and one RT lane on the EB approach, provide one shared LT-THRU and one exclusive RT lane on the WB approach and modify signal timing	C	F	B	D	Provide two LT, and one shared THRU-RT lanes on the EB approach; provide one LT, one THRU and one RT lanes on WB approach; provide one LT, one THRU and one shared THRU-RT lanes on the SB approach.	D	E	D	B
	THRU-RT		F	D	C	C		F	E	C	C
Southbound	LT		E	F	C	D		F	F	D	C
	THRU		C	F	B	C		C	F	B	D
<b>Elm St at Campbell Ave</b>											
Eastbound	LT	Provide one left turn, one thru, and one right turn lane on the southbound approach and modify signal timing	C	F	B	D	Modify signal timing	C	F	B <sup>1</sup>	D <sup>1</sup>
Northbound	LT THRU-RT		C	E	C	C		C	E	A <sup>1</sup>	B <sup>1</sup>

Source: Fitzgerald & Halliday, Inc., September 2004

Notes: 1 LOS represents the average LOS for the movements.

2 This intersection met warrant – Peak Hour (MUTCD) for the PM peak hour only.

Route 162 (Sawmill Road) at Railroad Avenue:

- Provide an exclusive left-turn and right-turn lane on the eastbound approach.
- Provide one thru lane and one right-turn lane on the southbound approach of route 162.
- Optimize the cycle length and timings.

Route 162 (Sawmill Road) at Hood Terrace (unsignalized):

- Signalize the intersection
- Provide one shared left-thru lane and one exclusive right-turn lane on the eastbound approach.
- Optimize the cycle length and timings.

Other mitigation intended to address impacts of the No-Action Alternative (background traffic growth) is shown below for information only. These intersection improvements will improve the LOS to acceptable levels in the study area:

Route 162 & I-95 SB Ramps:

- Optimize the cycle length and timings.

Route 162 & I-95 NB Ramps:

- Optimize the cycle length and timings.

Route 162 & Elm Street:

- Provide two left-turn lanes and one right-turn lane on the westbound approach. Widen Route 162 southbound to receive two lanes of traffic.
- Optimize the cycle length and timings.

Route 162 & Main Street:

- Provide two left-turn lanes and one shared thru-right lane on the eastbound approach. Widen Route 162 northbound to receive two lanes of traffic.
- Provide one left-turn lane, one thru lane, and one right-turn lane on the westbound approach.
- Provide one left-turn lane, one thru, and one shared thru-right turn lane on the southbound approach.
- Optimize the cycle length and timings.

Elm Street & Campbell Avenue:

- Optimize the cycle length and timings.

Traffic operations at the unsignalized intersection of Elm Street & Campbell Avenue are forecasted to operate at LOS "E" and "F" during the evening

peak period. Though this intersection appears to meet the AM and PM peak hour signal warrants (using projected volumes), signalization may not be an appropriate mitigation because it may introduce operational deficiencies during off-peak hours. Further study of improvements at this intersection is recommended to address projected peak hour operational deficiencies associated with background traffic growth.

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**Mitigation: Orange Alternative**

For the opening year 2009, three of the nine intersections evaluated are anticipated to fail if no improvements are made. By the design year 2025, seven intersections are expected to operate at failing levels of service as a result of increased traffic volume and project impacts. Table 5.3-7 summarizes the Build and Mitigated Build levels of service for both 2009 and 2025 conditions. The descriptions of the improvements required to address the impacts of the Orange Alternative are:

Marsh Hill Road at Proposed Site Driveway (unsignalized):

- Signalize the intersection and optimize the cycle length and timings

Other mitigation intended to address impacts of the No-Action Alternative (background traffic growth) is shown below for information only. These intersection improvements will improve the LOS to acceptable levels in the study area.

Marsh Hill Road at I-95 Southbound ramps:

- Provide an additional exclusive left-turn lane on the southbound approach and a receiving lane on the southbound on-ramp
- Optimize the signal timing

Marsh Hill Road at I-95 Northbound ramps:

- Modify the intersection's existing signal timing

US Route 1 at Lambert Road:

- Provide a thru lane on both the eastbound and westbound approaches
- Optimize the signal timing

Marsh Hill Road at Indian River Road:

- Provide an exclusive left-turn lane on the westbound approach
- Modify the existing phasing
- Increase the cycle length and optimize the timings



**Table 5.3-7 Summary of Mitigation: Orange Alternative**

				2009						2025			
				w/o Mitigation		w/Mitigation				w/o Mitigation		w/Mitigation	
Intersection	Critical Lane Movement	Proposed Improvement		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	Proposed Improvement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
<b>Marsh Hill Road at I-95 NB Ramps</b>													
Eastbound	RT	Modify signal timing		D	E	D	D	Modify signal timing	D	F	D	D	
	LT			-	-	-	-		D	F	D	D	
Westbound	RT			C	F	C	D		C	F	C	C	
Northbound	RT			F	E	C	B		F	F	C	C	
<b>Marsh Hill Road at I-95 SB Ramps</b>													
Westbound	LT	Modify signal timing		F	E	D	D	Add LT Lane on SB approach and modify signal timing	F	F	D	D	
Westbound	RT			D	F	C	D		E	F	C	D	
Northbound	THRU			C	F	C	D		C	F	C	D	
Northbound	RT			E	E	D	D		F	F	D	A	
Southbound	LT			D	F	D	D		D	F	D	D	
	LT-THRU-RT			--	--	--	--		F	F	D	C	
<b>US Route 1 at Lambert Road</b>													
Westbound	LT	Modify signal timing		E	F	D	D	Add LT lane on EB and WB approaches and modify signal timing	E	F	D	D	
Northbound	LT			D	E	D	D		D	F	C	D	
Northbound	LT-THRU			C	F	D	D		D	F	C	D <sup>1</sup>	
<b>Marsh Hill Road at Indian River Road</b>													
Westbound	LT	Modify signal timing		C	F	C	D	Add LT lane on WB approach and modify signal timing	D	F	C	D	
Northbound	LT-THRU			--	--	-	--		B	E	C	D	
<b>Merwin Avenue at Anderson Avenue</b>													
Eastbound	LT-THRU-RT			--	--	--	--	Add LT lane on NB and SB approach and modify cycle length to 85 seconds	F	D	C <sup>1</sup>	D <sup>1</sup>	
Northbound	LT-THRU-RT			--	--	--	--		F	E	C <sup>1</sup>	C <sup>1</sup>	
<b>Marsh Hill Road at Salemme Drive/ Site Access Road<sup>2</sup></b>													
Westbound	LT-RT	Signalize intersection and optimize signal timing		F	F	B	B	Signalize intersection and optimize signal timing	F	F	C	C	

**Table 5.3-7 Summary of Mitigation: Orange Alternative (con't)**

			2009					2025			
			w/o Mitigation		w/Mitigation			w/o Mitigation		w/Mitigation	
Intersection	Critical Lane Movement	Proposed Improvement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	Proposed Improvement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
<b>Oxford Road at Merwin Avenue</b>											
Eastbound	THRU-RT	Signalize intersection and optimize signal timing	C	F	A	B	Signalize intersection, add RT lane on EB approach, add LT lane on WB approach and modify signal timing	C	F	C <sup>1</sup>	C <sup>1</sup>
Westbound	LT-THRU		F	B	C	B		F	B	B <sup>1</sup>	A <sup>1</sup>
Northbound	LT-RT		F	B	D	C		F	C	C	C

Source: Fitzgerald & Halliday, Inc., September 2004

- Notes:
- 1 LOS represents the average LOS for the movements.
  - 2 This intersection met Warrant 3 - Peak Hour (MUTCD) for the PM peak hour only.
  - 3 This intersection met Warrant 3 - Peak Hour (MUTCD) for both the AM and PM peak hours.

Merwin Avenue at Anderson Avenue:

- Provide an exclusive northbound and southbound left-turn lane on Merwin Avenue
- Increase the cycle length and optimize the timings

Oxford Road at Merwin Avenue (unsignalized):

- Provide an exclusive eastbound right-turn on Oxford Road
- Provide an exclusive westbound left-turn on Woodmont Road
- Signalize the intersection and optimize the cycle length and timings

**5.3.5 Regional Transportation Benefits**

The ridership information developed for this study summarized the number of riders expected at each station. The number of riders was divided into three categories: diverted trips from the New Haven station, diverted trips from the Milford station, and new transit trips. Only new transit trips were considered in assessing traffic volume reductions on I-95. Table 5.3-8 shows the number of new train riders and the resulting reduction of traffic volume on I-95 southbound in the morning peak hour for each alternative. Traffic volume reductions would be small compared with the approximately 6,000 vehicles per hour traveling southbound on I-95 in the morning peak hour. Both stations are expected to result in new daily transit riders and both stations are expected to reduce volume on I-95. The West Haven Alternative would result in a slightly greater reduction in peak hour traffic on I-95.

**Table 5.3-8 Anticipated Traffic Reduction on I-95 Southbound (AM Peak Hour)**

	West Haven Alternative		Orange Alternative	
	2009	2025	2009	2025
New Daily Riders	221	318	161	232
AM Peak Hour Riders	93	134	68	97
Peak Hour Vehicle Reduction	84	121	61	89

Source: Fitzgerald & Halliday, Inc, September 2004

**5.4 Air Quality**

The 1990 Clean Air Act Amendments (CAAA) and the Connecticut State Implementation Plan (SIP) require that a proposed project not cause any new violation of the NAAQS for pollutants of concern, or increase the frequency or severity of any existing violations, or delay attainment of any NAAQS. The proposed project is located in New Haven County, a Maintenance attainment

area for carbon monoxide (CO), a non-attainment area for fine (particles less than 2.5 micrometers in diameter) Particulate Matter (PM 2.5), and a “moderate non-attainment area” in terms of ozone emissions.<sup>18</sup> For this reason, the State of Connecticut must assess the conformity of the SCRCOG Transportation Improvement Program in relation to the Environmental Protection Agency’s (EPA’s) mobile source emission guidelines.<sup>19</sup>

The Department of Environmental Protection (DEP) and EPA have established guidance that defines the air quality modeling and review criteria for analyses prepared pursuant to the CAAA and SIP. The CAAA and the SIP require that a proposed project not:

- Cause any new violation of the NAAQS;
- Increase the frequency or severity of any existing violations; or
- Delay attainment of any NAAQS.

The CAAA resulted in states being divided into attainment and non-attainment areas, with classifications based upon the severity of their air quality problems. Proposed projects that are located in: 1) ozone non-attainment areas are required to meet Transportation Conformity; 2) CO non-attainment or Maintenance attainment areas are required to evaluate their impact on CO concentrations and the NAAQS; and 3) a PM 2.5 non-attainment area must evaluate whether they are considered an air quality concern under 40 CFR 93.123(b) (1) and if so their impact on PM 2.5 concentrations.

Transportation Conformity requires that proposed projects be part of an approved State Transportation Improvement Program (TIP) and that they evaluate their impact on CO and PM 2.5 concentrations and the NAAQS. Regional (ozone) emissions from the project have been included in the air quality conformity determination for the South Central Regional Council of Government’s current Long Range Plan and therefore no mesoscale analysis is necessary. Because the project is located in a CO Maintenance attainment area, a CO microscale analysis is required. This project is located in a PM2.5 non-attainment area, however ConnDOT has determined that this project is not of the type listed in 40 CFR 93.123 (b) (1) as an air quality concern. Therefore, Clean Air Act and 40 CFR 93.116 requirements are met without an explicit PM2.5 hot-spot analysis.

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#### 5.4.1 Methodology: Air Quality

The microscale analysis utilized traffic and emissions data for the No-Action Alternative and each Build Alternative. These data were incorporated into the

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<sup>18</sup> Twenty-Year Strategic Plan for Transportation in the Coastal Corridor Transportation Investment Area, Coastal Corridor Transportation Investment Area Board, November 2002

<sup>19</sup> *Transportation Improvement Program, South Central Connecticut, Fiscal Year 2003–Fiscal Year 2005*, SCRCOG, June 2002

EPA air quality models CAL3QHC Version 2 and MOBILE 6.2 to generate emissions estimates. The air quality receptor locations for the West Haven Alternative are shown in Figure 5.4-1 and the Orange Alternative in Figure 5.4-2.

The CO analysis evaluated seven conditions: the 2004 Existing condition; the No-Action Alternative for 2009 and 2025 conditions; the West Haven Alternative for 2009 and 2025 conditions; and the Orange Alternative for 2009 and 2025 conditions. The 2004 Existing Condition is based on existing traffic volumes in the project areas of West Haven and Orange. The 2009 No-Action Alternative reflects existing traffic volumes increased to account for anticipated background traffic volume growth within the study area. The 2009 and 2025 Build Conditions are based on the No-Action Alternative traffic volumes plus the increase in traffic generated by each Build Alternative.

The microscale analysis calculated CO concentrations at congested intersections for each Alternative. Future estimates of project related emissions are based upon changes in traffic and emission factor data. The traffic data include traffic volumes and signal cycle timing. The emission factor data include the years of analysis and roadway speeds. The modeling data, traffic and emission factors used in the microscale analysis were developed in coordination with ConnDOT<sup>20</sup> and the DEP<sup>21</sup>.

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#### 5.4.2 Existing Conditions: Air Quality

The existing conditions for all the 1-hour and 8-hour concentrations are below the CO NAAQS of 35 and 9 ppm, respectively. These values are consistent with the area's designation as a CO Maintenance attainment area.

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##### West Haven Alternative

The 1-hour CO concentrations for the 2004 Existing Conditions for the West Haven Alternative Study Area ranged from a minimum of 5.8 parts per million (ppm) at the intersection of Sawmill Road at Hood Terrace to a maximum of 8.8 ppm at the intersection of I-95 Southbound Exit 42 ramps at Sawmill Road. The corresponding maximum 8-hour CO concentrations ranged from 4.0 ppm to 5.9 ppm (Tables 5.4-1 and 5.4-2).

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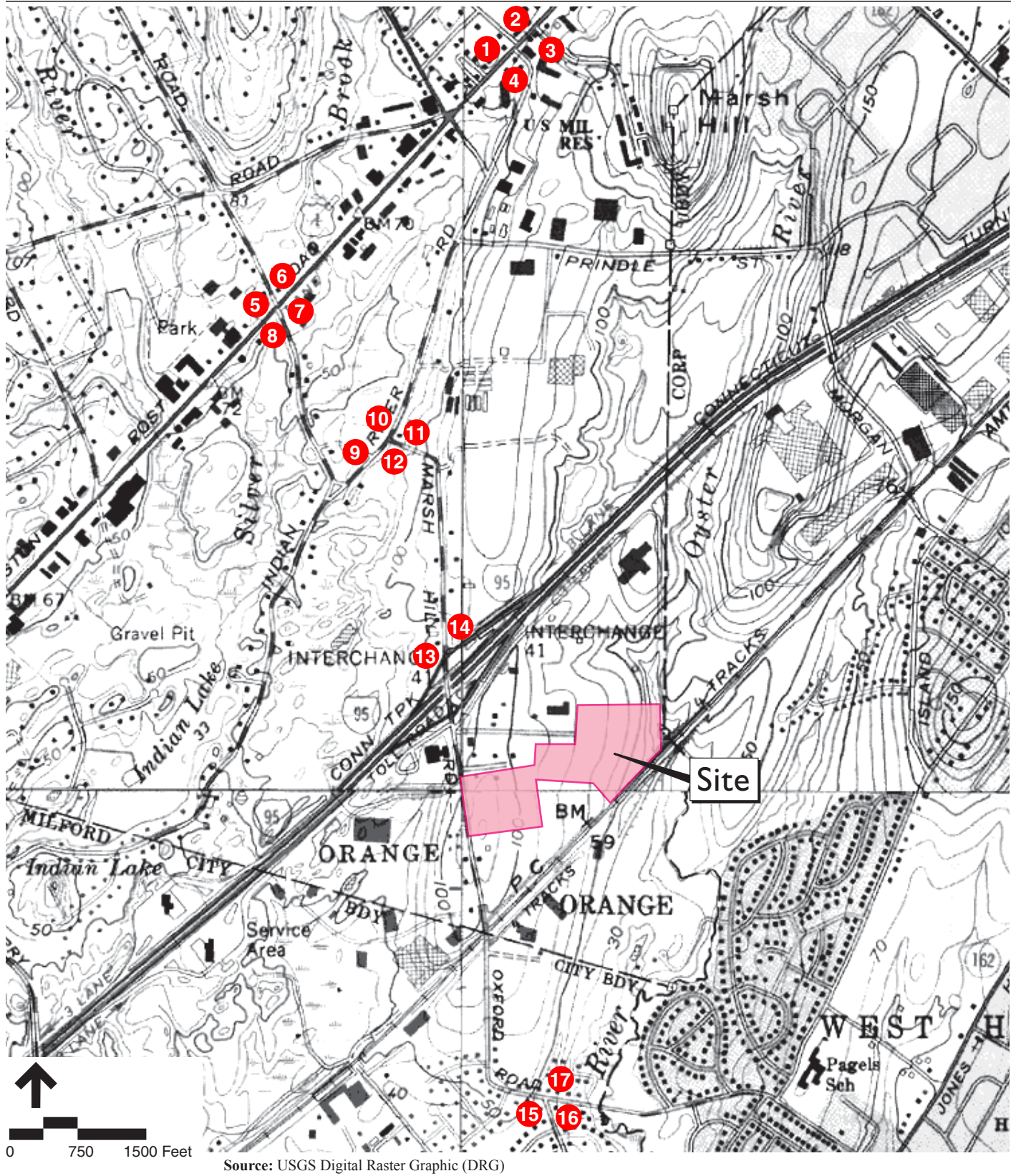
<sup>20</sup> ConnDOT Meeting October 5, 2004

<sup>21</sup> DEP email Documenting MOBILE6 Input Data.



Air Quality Receptor Locations  
West Haven Alternative

Figure 5.4-1



Air Quality Receptor Locations  
Orange Alternative

Figure 5.4-2

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### Orange Alternative

The 1-hour CO concentrations for the 2004 Existing Conditions ranged from a minimum of 5.9 ppm at the intersection of Woodmont Road at Merwin Avenue to a maximum of 9.7 ppm at the intersection of I-95 Southbound Exit 41 ramps at Marsh Hill Road. The corresponding maximum 8-hour CO concentrations ranged from 4.0 ppm to 6.5 ppm (Tables 5.4-3 and 5.4-4).

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### 5.4.3 Impact Assessment: Air Quality

The microscale analysis evaluated the worst-case CO concentrations at sensitive receptor locations in the West Haven and Orange Alternative study areas. The microscale analysis was based upon peak-hour traffic and emission factor data. The results demonstrated that neither the West Haven nor Orange Alternatives would create nor exacerbate violations of the CO NAAQS.

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### No-Action Alternative

The maximum predicted 1-hour CO concentrations range from 5.4 to 8.1 ppm and the corresponding maximum 8-hour CO concentrations ranged from 3.7 to 5.4 ppm for the 2009 No-Action Alternative. Under the 2025 No-Action Alternative, the maximum predicted 1-hour CO concentrations range from 5.5 to 7.2 ppm and the corresponding maximum 8-hour CO concentrations ranged from 3.8 to 4.9 ppm. The results of the microscale analysis demonstrate that the 1-hour and 8-hour CO concentrations for the 2009 and 2025 No-Action Alternative are lower than the 2004 Existing Conditions.

These reductions in CO concentrations can be attributed to more efficient vehicles with enhanced emissions control technologies as mandated by the Federal Motor Vehicle Exhaust Emissions Control Program for new vehicles entering the fleet.

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### West Haven Alternative

The highest (worst case) CO concentrations for the receptor locations at the West Haven Alternative Study Area Intersections are shown in Tables 5.4-1 and 5.4-2 and the receptor locations are identified on Figure 5.4-1. These results demonstrate that all the 2009 West Haven Alternative CO concentrations are the same or slightly higher, from 0.1 to 0.3 ppm, than the 2009 No-Action Alternative. Similarly, all the 2025 West Haven Alternative CO concentrations are the same as or slightly higher, from 0.1 to 0.4 ppm, than the 2025 No-Action concentrations.



The results of the microscale analysis demonstrate that the highest CO concentrations for the proposed West Haven Alternative study area satisfy the SIP criteria. All the 2009 West Haven Alternative CO concentrations (both 1- and 8-hour values) and all the 2025 West Haven Alternative CO concentrations (both 1- and 8-hour values) are below the NAAQS.

**Table 5.4-1 Maximum 1-Hour CO Concentrations<sup>1</sup>: West Haven Alternative**

Receptor Location <sup>2</sup>	2004	2009		2025	
	Existing Condition	No-Action Alt.	West Haven Alt.	No-Action Alt.	West Haven Alt.
<b>I-95 Southbound Ramps Exit 42 at Sawmill Road (Route 162)</b>					
1 Denny's Restaurant	8.8	7.2	7.2	6.5	6.5
2 Crestwood Apartments (465 Sawmill Road)	8.6	7.3	7.3	6.6	6.6
3 Shell Gas Station	8.5	7.0	7.0	6.5	6.5
4 American Steakhouse	8.1	6.8	6.8	6.2	6.2
<b>Sawmill Road (Route 162) at Railroad Avenue</b>					
5 Residence (130 Sawmill Road)	6.2	5.6	5.6	5.4	5.5
6 Commercial Building	6.5	5.9	5.9	5.6	5.7
7 Progress Distribution Center	6.6	5.8	6.1	5.6	5.7
<b>Sawmill Road (Route 162) at Hood Terrace</b>					
8 Commercial Building	5.8	6.0	6.0	5.5	5.7
9 Teddi and Archel Salon	6.2	5.7	5.9	5.5	5.6
10 Superior Logistics	6.0	5.6	5.8	5.5	5.6
<b>Sawmill Road (Route 162) at Elm Street</b>					
11 Superior Logistics	6.4	5.6	5.7	5.5	5.6
12 Commercial (Open Space)	6.6	6.0	6.0	5.5	5.9
13 Open Space	6.6	5.9	6.0	5.6	5.7
<b>Elm Street at Campbell Avenue</b>					
14 Shell Gas Station	6.1	5.6	5.6	5.3	5.3
15 Dunkin Donuts	6.2	5.5	5.5	5.2	5.3
16 Public Library	6.4	5.7	5.7	5.5	5.5
17 Burger King	6.1	5.5	5.6	5.3	5.4

Notes: 1 The values include background (4.3 ppm for 1 hour) and are expressed in parts per million (ppm). The 1-hour CO NAAQS is 35 ppm.  
2 See Figure 5.4-1

**Table 5.4-2 Maximum 8-Hour CO Concentrations<sup>1</sup>: West Haven Alternative**

Receptor Location <sup>2</sup>	2004	2009		2025	
	Existing Condition	No-Action Alt.	West Haven Alt.	No-Action Alt.	West Haven Alt.
<b>I-95 Southbound Ramps Exit 42 at Sawmill Road (Route 162)</b>					
1 Denny's Restaurant	5.9	4.9	4.9	4.4	4.4
2 Crestwood Apartments (465 Sawmill Road)	5.8	4.9	4.9	4.5	4.5
3 Shell Gas Station	5.7	4.7	4.7	4.4	4.4
4 American Steakhouse	5.4	4.6	4.6	4.2	4.2
<b>Sawmill Road (Route 162) at Railroad Avenue</b>					
5 Residence (130 Sawmill Road)	4.2	3.8	3.8	3.7	3.8
6 Commercial Building	4.4	4.0	4.0	3.8	3.9
7 Progress Distribution Center	4.5	4.0	4.2	3.8	3.9
<b>Sawmill Road (Route 162) at Hood Terrace</b>					
8 Commercial Building	4.0	4.1	4.1	3.8	3.9
9 Teddi and Archel Salon	4.2	3.9	4.0	3.8	3.8
10 Superior Logistics	4.1	3.8	4.0	3.8	3.8
<b>Sawmill Road (Route 162) at Elm Street</b>					
11 Superior Logistics	4.3	3.8	3.9	3.8	3.8
12 Commercial (Open Space)	4.5	4.1	4.1	3.8	4.0
13 Open Space	4.5	4.0	4.1	3.8	3.9
<b>Elm Street at Campbell Avenue</b>					
14 Shell Gas Station	4.2	3.8	3.8	3.6	3.6
15 Dunkin Donuts	4.2	3.8	3.8	3.6	3.6
16 Public Library	4.3	3.9	3.9	3.8	3.8
17 Burger King	4.2	3.8	3.8	3.6	3.7

Notes: 1 The values include background (3.0 ppm for 8 hour) and are expressed in parts per million (ppm).  
The 8-hour CO NAAQS is 9 ppm.  
2 See Figure 5.4-1

**Orange Alternative**

The highest (worst case) CO concentrations for the receptor locations at the Orange Alternative Study Area Intersections are shown in Tables 5.4-3 and 5.4-4 and the receptor locations are identified on Figure 5.4-2. These results demonstrate that all the 2009 Orange Alternative CO concentrations are the same or slightly higher, by up to 0.2 ppm, than the 2009 No-Action Alternative CO concentrations. Similarly, all the 2025 concentrations are the same as or slightly higher, by up to 0.1 ppm, than the 2025 No-Action Alternative.

The results of the microscale analysis demonstrate that the highest CO concentrations for the Orange Alternative satisfy the SIP criteria. All the 2009

No-Action Alternative and Orange Alternative CO concentrations (both 1- and 8-hour values) and all the 2025 No-Action Alternative and Orange Alternative CO concentrations (both 1- and 8-hour values) are below the NAAQS.

**Table 5.4-3 Maximum 1-Hour CO Concentrations<sup>1</sup>: Orange Alternative**

Receptor Location <sup>2</sup>	2004	2009		2025	
	Existing Condition	No-Action Alt.	Orange Alt.	No-Action Alt.	Orange Alt.
<b>Racebrook Road (Route 114) at Post Road (Route 1)</b>					
1 Strip Plaza	7.9	6.8	6.8	6.3	6.3
2 Webster Bank	8.0	7.0	7.0	6.0	6.0
3 Mobil Gas Station	7.0	6.1	6.1	5.7	5.7
4 Pasta Fair Restaurant	7.4	6.5	6.5	6.2	6.2
<b>Lambert Road at Post Road (Route 1)</b>					
5 Citgo Gas Station	7.9	6.7	6.8	6.3	6.3
6 Medical Center of Orange	8.0	6.7	6.7	6.2	6.2
7 Shell Gas Station	7.9	6.7	6.7	5.9	5.9
8 Friday's Restaurant	7.4	6.6	6.5	6.0	6.0
<b>Marsh Hill Road at Indian River Road</b>					
9 Open Space	7.4	6.6	6.6	6.0	5.9
10 On The Border Restaurant	7.3	6.3	6.4	5.9	5.9
11 Enthone	7.4	6.3	6.4	5.9	5.9
12 Residence (177 Indian River Road)	6.9	6.1	6.1	5.7	5.8
<b>I-95 Southbound Exit 41 Ramps at Marsh Hill Road</b>					
13 Outback Steakhouse	9.7	8.1	8.2	7.4	7.3
14 Open Space	9.6	8.1	8.2	7.2	7.1
<b>Woodmont Road at Merwin Avenue</b>					
15 Residence (694 Merwin Avenue)	6.3	5.7	5.8	5.3	5.4
16 Residence (689 Merwin Avenue)	6.3	5.6	5.8	5.4	5.4
17 Residence (154 Woodmont Road)	5.9	5.4	5.5	5.1	5.2

- Notes: 1 The values include background (4.3 ppm for 1 hour) and are expressed in parts per million (ppm). The 1-hour CO NAAQS is 35 ppm.  
2 See Figure 5.4-1

**Table 5.4-4 Maximum 8-Hour CO Concentrations<sup>1</sup>: Orange Alternative**

Receptor Location <sup>2</sup>	2004	2009		2025	
	Existing Condition	No-Action Alt.	Orange Alt.	No-Action Alt.	Orange Alt.
<b>Racebrook Road (Route 114) at Post Road (Route 1)</b>					
1 Strip Plaza	5.3	4.4	4.4	4.0	4.0
2 Webster Bank	5.4	4.7	4.7	4.1	4.1
3 Mobil Gas Station	4.7	4.2	4.2	3.9	3.9
4 Pasta Fair Restaurant	5.0	4.4	4.4	4.2	4.2
<b>Lambert Road at Post Road (Route 1)</b>					
5 Citgo Gas Station	5.3	4.5	4.6	4.3	4.3
6 Medical Center of Orange	5.4	4.5	4.5	4.2	4.2
7 Shell Gas Station	5.3	4.5	4.5	4.0	4.0
8 Friday's Restaurant	5.0	4.5	4.4	4.1	4.1
<b>Marsh Hill Road at Indian River Road</b>					
9 Open Space	5.0	4.5	4.5	4.1	4.0
10 On The Border Restaurant	4.9	4.3	4.3	4.0	4.0
11 Enthone	5.0	4.3	4.3	4.0	4.0
12 Residence (177 Indian River Road)	4.7	4.2	4.2	3.9	4.0
<b>I-95 Southbound Exit 41 Ramps at Marsh Hill Road</b>					
13 Outback Steakhouse	6.5	5.4	5.5	5.0	4.9
14 Open Space	6.4	5.4	5.5	4.9	4.8
<b>Woodmont Road at Merwin Avenue</b>					
15 Residence (694 Merwin Avenue)	4.3	3.9	4.0	3.6	3.7
16 Residence (689 Merwin Avenue)	4.3	3.8	4.0	3.7	3.7
17 Residence (154 Woodmont Road)	4.0	3.7	3.8	3.5	3.6

Notes: 1 The values include background (3.0 ppm for 8 hour) and are expressed in parts per million (ppm). The 8-hour CO NAAQS is 9 ppm.  
2 See Figure 5.4-1.

#### 5.4.4 Transportation Conformity: Air Quality

Federal regulations concerning the conformity of transportation projects developed, funded or approved by the USDOT and by metropolitan planning organizations (MPOs), are contained in 40 CFR 93. The Proposed Action (project) is included in the South Central Regional Council of Government's current Long Range Plan but is not included in their Transportation Improvement Program (TIP).

In accordance with 40 CFR 93.115(a), the applicable criteria and procedures for determining the conformity of a project which is not from a conforming

Transportation Plan and TIP are listed in Table 1 of 40 CFR 93.109(b). Each of these criteria has been determined to be satisfied for the Proposed Action as follows:

- **Transportation Control Measures (TCMs)** – This project does not interfere with the implementation of any TCM in the current State Implementation Plan (SIP) as there are none.
- **Currently Conforming Plan and TIP** – The MPO’s current Transportation Plan and the FY 2007-2011 Statewide Transportation Improvement Program (STIP), which incorporates the MPO’s current TIP, were determined to be in conformity by FHWA and FTA on September 29, 2006.
- **CO, PM10 and PM2.5 Hot Spots** – This project will not cause or contribute to any new violations or increase the frequency or severity of any existing CO violations in CO non-attainment or maintenance areas as evidenced by the results of the CO hot spot analysis contained herein. NOTE: This project is located in a PM10 attainment area; therefore a PM10 hot spot analysis was not required. This project is located in a PM2.5 non-attainment area, however it has been determined that this project is not of the type listed in 40 CFR 93.123 (b) (1) as an air quality concern. Therefore, Clean Air Act and 40 CFR 93.116 requirements are met without an explicit PM2.5 hot-spot analysis. The final rule defines projects of air quality concern that require a PM2.5 or PM10 hot-spot analysis in 40CFR 93.123(b) (1). The definition that applies most closely to the proposed project includes new bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location. This project involves electric trains as opposed to diesel and the project is not expected to attract a significant amount of diesel buses. Therefore, it was determined not to be an air quality concern.
- **PM10 and PM2.5 Control Measures** – There are no PM10 or PM2.5 control measures in the current State Implementation Plan.
- **Emissions Budget or Emissions Reduction** – This project has been demonstrated to be consistent with the motor vehicle emissions budgets in the State Implementation Plan as evidenced by the Connecticut Department of Transportation’s Ozone Air Quality Conformity Determination dated June 2006.

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## 5.5 Noise

This section presents the results of the noise analysis and also discusses noise background, impact criteria and methodology.

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### 5.5.1 Background: Noise

The human ear does not perceive sound levels from every frequency as equally loud. As part of the hearing process, the human ear attenuates low and high-frequency sounds. To compensate for these phenomena in perception, the A-weighted decibel scale, referred to as decibels (dBA), is used to measure and evaluate environmental noise levels. All of the sound levels used to evaluate noise impacts associated with this project are in dBA. Noise acts in a logarithmic manner and is described in terms of loudness, frequency, and duration.

The human ear does not hear sound energy linearly (on a one-to-one basis); hence humans do not perceive changes in sound level as equally loud. Research indicates the following general relationships exist between sound level and human perception:

- A 3-dB increase is a doubling of acoustic energy. Studies have shown that 3-dB is the threshold for people to perceive a change in sound level. The average person is not able to distinguish a 3-dB difference in sound level in a laboratory condition.
- A 10-dB increase is a tenfold increase in acoustic energy but is perceived as a doubling in loudness to the average person. The average person would judge a 10-dB change in sound level to be twice or half as loud.

The most commonly used indicators for community noise surveys are the energy-averaged equivalent sound level (Leq) and the day-night averaged sound level (Ldn). This noise analysis used Ldn and Leq sound levels to evaluate noise impacts.

The Leq is the steady-state sound level, which in a given period of time (typically one hour) contains the same acoustic energy as the time-varying (fluctuating) sound level during that same period. The Leq averages the background sound levels with short-term transient sound levels. The Ldn noise indicator is a 24-hour weighted average sound level. The Ldn is derived from hourly Leq values that are energy-averaged and includes a nighttime penalty. The 10-dBA nighttime (10:00 PM to 7:00 AM) penalty is added to nighttime Leq values to account for increased annoyance during these hours.

The Leq and the Ldn are the most frequently used metrics in environmental noise analyses. Extensive federal research has concluded that the Leq and Ldn are the best metrics for determining annoyance (impact) to the human environment. The Ldn is currently the predominant noise metric used by the FTA for residential land uses as presented in Table 5.5-1. Table 5.5-2 provides sound levels for typical indoor and outdoor noise sources.

**Table 5.5-1 Land Use Categories and Metrics for Transit Noise Impact Criteria**

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	Outdoor Leq(h) <sup>1</sup>	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.
2	Outdoor Ldn	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 Leq(h) <sup>1</sup>	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, and churches where it is important to avoid interference with such activities as speech, meditation and concentration on reading material. Buildings with interior spaces where quiet is important, such as medical offices, conference rooms, recording studios and concert halls fall into this category. Places for meditation or study associated with cemeteries, monuments, museums. Certain historical sites, parks and recreational facilities are also included.

Source: *Transit Noise and Vibration Impact Assessment*, Federal Transit Administration, April 2005

Notes: 1 Leq for the noisiest hour of transit-related activity during hours of noise sensitivity.

**Table 5.5-2 Typical Indoor and Outdoor Sound Levels**

Outdoor Sound Levels	Sound Pressure ( $\mu\text{Pa}$ ) <sup>1</sup>	Sound Level (dBA) <sup>2</sup>	Indoor Sound Levels
	3,324,555	- 110	Rock band at 5 meters (m)
Jet Over-Flight at 300 m		- 105	
	2,000,000	- 100	Inside New York subway train
Gas Lawn Mower at 1 m		- 95	
	632,456	- 90	Food blender at 1 m
Diesel Truck at 15 m		- 85	
Noisy Urban Area - Daytime	200,000	- 80	Garbage disposal at 1 m
		- 75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	- 70	Vacuum cleaner at 3 m
Suburban Commercial Area		- 65	Normal speech at 1 m
	20,000	- 60	
Quiet Urban Area—Daytime		- 55	Quiet conversation at 1 m
	6,325	- 50	Dishwasher next room
Quiet Urban Area - Nighttime		- 45	
	2,000	- 40	Empty theater or library
Quiet Suburb - Nighttime		- 35	
	632	- 30	Quiet bedroom at night
Quiet Rural Area - Nighttime		- 25	Empty concert hall
Rustling Leaves	200	- 20	
		- 15	Broadcast and recording studios
	63	- 10	
		- 5	
Reference Pressure Level	20	- 0	Threshold of Hearing

Source: Highway Noise Fundamentals, Federal Highway Administration, September 1980.

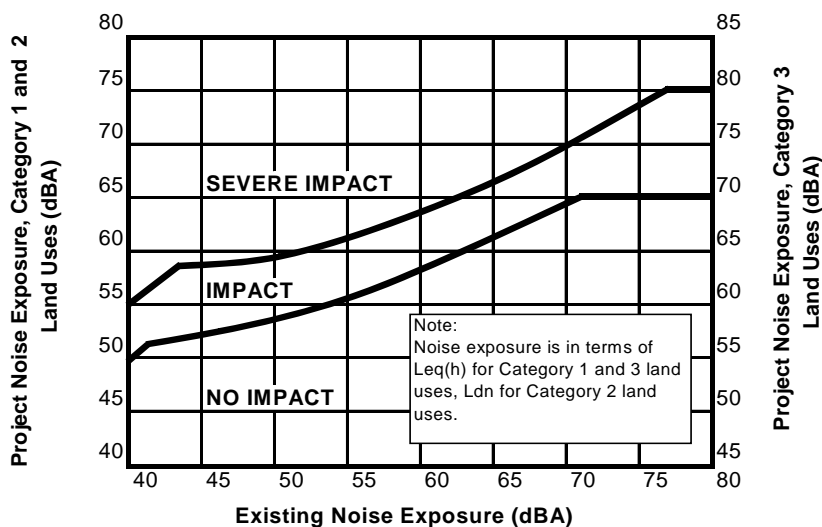
- Notes: 1 Micropascals describe pressure. The pressure level is what sound level monitors measure.  
2 A-weighted decibels describe pressure logarithmically with respect to 20  $\mu\text{Pa}$  (the reference pressure level).



5.5.2 Methodology: Noise

The areas around the two station sites (as defined in Figures 4.4-1 and 4.5-1) were evaluated to determine if any receptor locations needed to be evaluated for noise impacts. The FTA *Transit Noise and Vibration Impact Assessment*<sup>22</sup> manual establishes distances from a rail line beyond which receptor locations do not need to be evaluated. Based on the manual, any receptors within 225 feet of the proposed commuter rail station were evaluated. The noise analysis identified potential noise impacts of these receptor locations by comparing the existing sound levels to the project-generated sound levels. The existing and project-generated sound levels were based on noise modeling using the FTA's General Transit Noise Assessment spreadsheet model. Finally, the results were compared to the FTA noise impact criteria shown in Figure 5.5-1.

Figure 5.5-1: Noise Impact Criteria for Transit Projects



Source: FTA's Transit Noise and Vibration Impact Assessment, April 1995

The FTA's *Transit Noise and Vibration Impact Assessment* manual<sup>23</sup> specifies transit noise impact criteria. The FTA noise impact criteria were developed specifically for transit noise sources operating on fixed guideways or at fixed facilities. They are related to the existing sound levels, the future change in sound levels, and the land use category. These criteria are based on the percentage of people highly annoyed by the noise exposure in their residential environment. The criteria for assessing residential impacts are based on the day-night average sound levels (Ldn).

The FTA guidelines require that noise sensitive locations within impact distances to the rail corridor be categorized into three types of noise sensitive land uses. The three land use categories correlate land use with sensitivity to

<sup>22</sup> Table 4-1, Screening Distances for Noise Assessments, *Transit Noise and Vibration Impact Assessment*, Federal Transit Administration, dated April 1995

<sup>23</sup> *Transit Noise and Vibration Impact Assessment*, Federal Transit Administration, dated April 1995

noise intrusions and reflect the various noise sensitive land uses, which could be present along the proposed rail corridor.

Noise sensitive locations adjacent to the proposed rail station in West Haven and Orange were identified from aerial photography and a field survey. One receptor location at each site was found to be within the screening distance of 225 feet. These receptor locations are presented in Figures 5.5-2 and 5.5-3. The receptor locations at West Haven and Orange are both land use category 2 (see Table 5.5-1).

The noise generated by train operations is based upon the type of train engine, the number of locomotives and rail cars, the speed of the train, the type of track, and the condition of track and train wheels. While the existing and future train configurations can and do vary, the noise analysis used the following assumptions:

- Currently, each commuter train consists of ten self-propelled coaches (electric multiple units). In the future (after the new station is built but unrelated to the project action) each commuter train is expected to have up to 12 self-propelled coaches.
- Currently, each through freight train (makes no stops) averages two diesel locomotives and 48 freight cars. Each train is different in length. This is assumed to remain the same with construction of the new station.
- Currently, each local freight train (makes stops) averages two diesel locomotives and 12 freight cars (each train length varies by day). This is assumed to remain the same with construction of the new station.
- The existing commuter trains are assumed to travel at 75 MPH through the proposed site areas. In 2009, after the new station is built, the commuter trains would stop at the station. Their operating speed was assumed to be 20 MPH to account for the train slowing, stopping, and accelerating.
- For both the existing and future conditions, Tracks 1, 2, and 4 are assumed to be composed of continuously welded rail (without joints that create impact noise) secured to concrete ties mounted on rock ballast. These three tracks are used for passenger and through freight rail operations.
- Track 5 is presently composed of wooden ties and jointed rail. Under existing conditions, Track 5 is used only by local freight trains which make stops at active freight sidings in West Haven and Orange. In 2009, as part of this project, Track 5 would be upgraded to continuously welded rail secured to concrete ties to support passenger rail operations.
- For both the existing and future conditions, the train wheels were considered to be true (without flat spots) and the rail to be smooth.

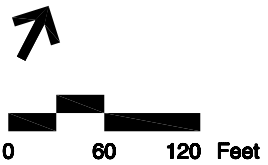
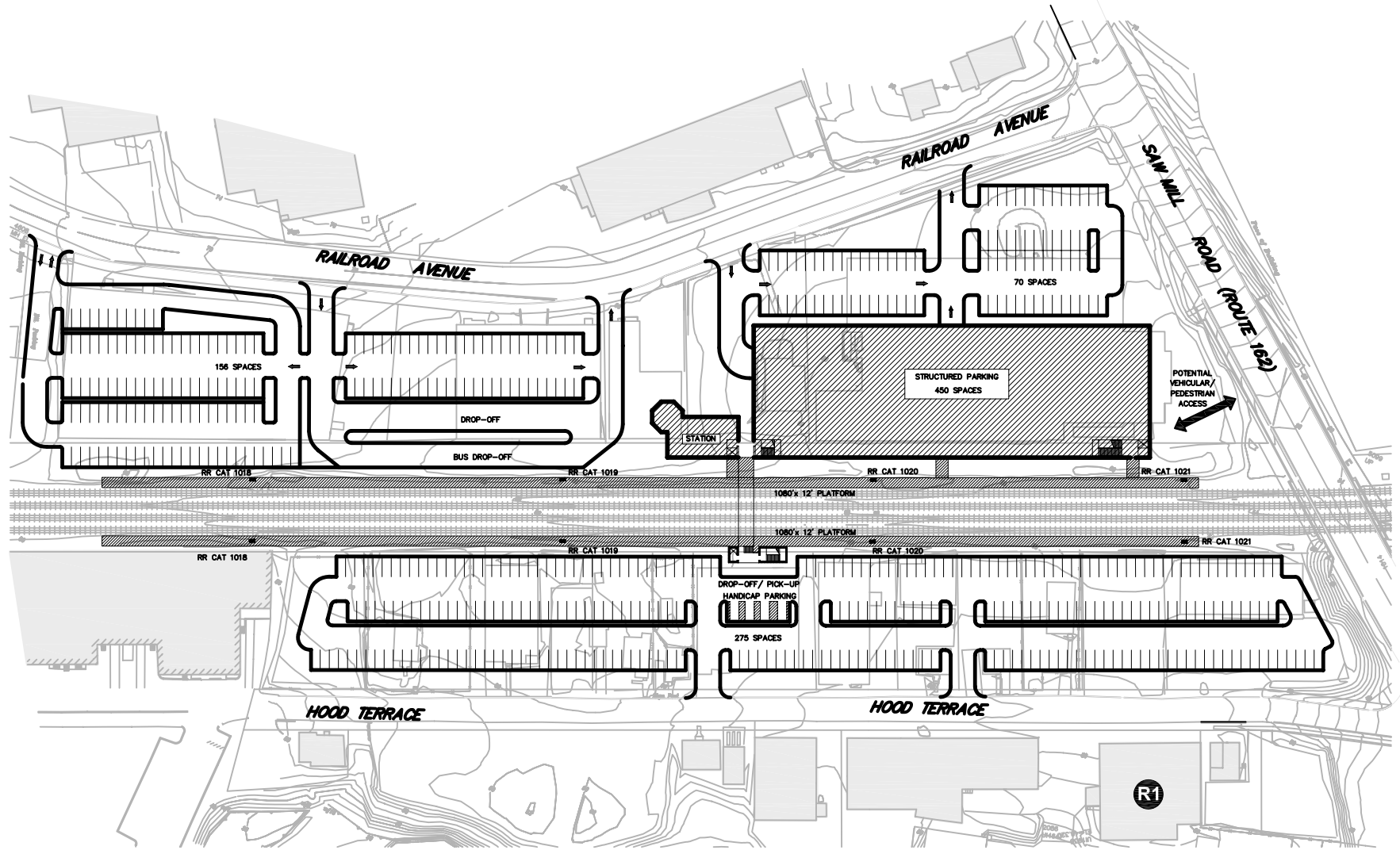


Figure 5.5-2  
Noise Receptor Location  
West Haven Alternative

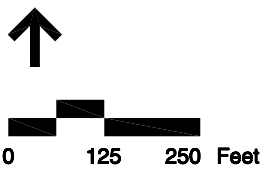
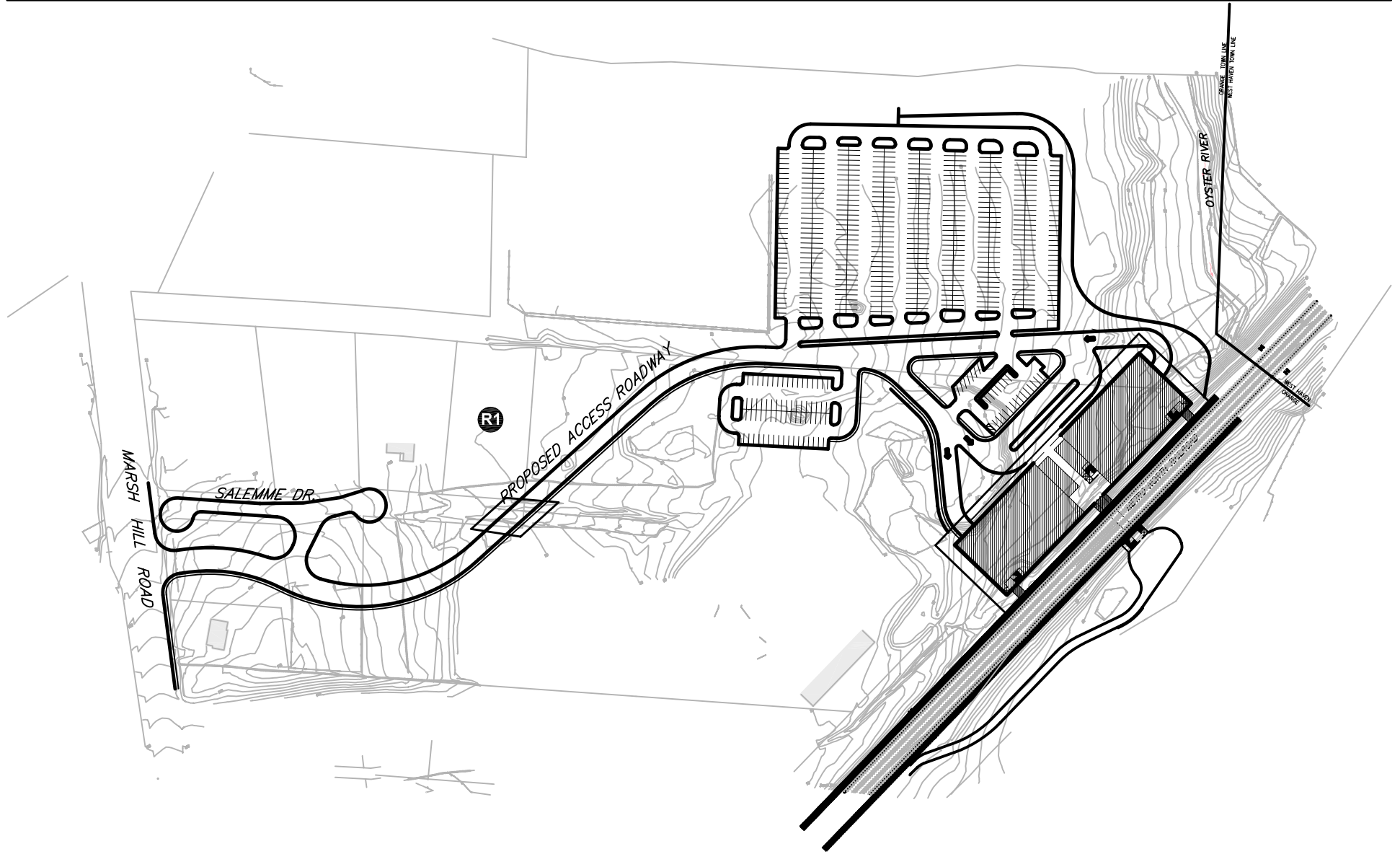


Figure 5.5-3  
Noise Receptor Location  
Orange Alternative

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### 5.5.3 Impact Assessment: Noise

The corridor passes through urban and suburban areas that have existing noise exposures that range from quiet to moderately noisy. These existing noise exposures are dominated by noise from nearby roadways. Both Build Alternatives reduce the noise levels in comparison to the No-Action Alternative. Therefore, neither Build Alternative will have an adverse impact on noise levels.

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#### No-Action Alternative

The FTA's General Transit Noise Assessment spreadsheet model was used to calculate existing condition sound levels for each receptor location based upon existing train operations and site geometry at the proposed rail stations. The results of the noise analysis demonstrated that the receptor location in the area of the proposed West Haven station currently experiences an Ldn of 65 dBA and that the receptor location in the area of the proposed Orange station currently experiences an Ldn of 56 dBA. These sound levels are typical of urbanized areas and are expected to remain the same under the No-Action Alternative.

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#### West Haven Alternative

The West Haven Alternative would not result in adverse noise impacts. The sound levels in the vicinity of the proposed rail station were predicted to be 58 dBA, which is 7 dBA lower than the existing conditions (Table 5.5-3). This reduction is due to lower train speeds and the proposed track improvements. Based on FTA Criteria (Figure 5.5-1), an existing Ldn of 65 dBA and a project Ldn of 58 dBA results in no impact.

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#### Orange Alternative

The proposed Orange Alternative would not result in adverse noise impacts. The sound levels in the vicinity of the proposed rail station were predicted to be 48 dBA, which is 8 dBA lower than the existing conditions (Table 5.5-3). This reduction is due to lower train speeds and the proposed track improvements. Based on FTA Criteria (Figure 5.5-1), an existing Ldn of 56 dBA and a project Ldn of 48 dBA results in no impact.

**Table 5.5-3 Noise Analysis Results (Ldn)**

Alternative (Receptor)	No-Action	Build	Results
West Haven Alternative (20 Hood Terrace)	65	58	No Impact
Orange Alternative (6 Salemme Drive)	56	48	No Impact

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## 5.6 Land Use/Social and Economic Impacts

This section presents the findings of the baseline real estate profiles and conditions, social and economic conditions, trends around each proposed station site, and an evaluation of the potential land use, social, and economic impacts and relocations for the proposed West Haven and Orange Alternatives. Detailed economic analysis is provided in the “Economic Development Review Technical Memorandum” dated October 2004.

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### 5.6.1 Methodology: Land Use

The baseline real estate profiles and social and economic conditions were established for the West Haven Alternative and the Orange Alternative (existing environment) as the basis to determine future direct and secondary impacts of the proposed stations. The direct impacts include the loss of taxable property based on their assessed value and the need to relocate residences and businesses. Secondary or induced impacts include possible redevelopment of nearby properties resulting from changes in demand attributable to the stations, such as new gas stations, convenience stores, coffee shops, etc.

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### 5.6.2 Existing Conditions: Land Use

This section describes the social and economic characteristics of the West Haven and Orange Study Areas. The West Haven Build Alternative is located within Census Tract 1546 which is used as the study area to evaluate demographic trends and conditions. An economic development study area developed from the city’s study of transit oriented development<sup>24</sup> (Figure 5.6-1), was identified for evaluating real estate conditions, based on the assumption that properties within this area would potentially be affected by a new rail station.

The Orange Build Alternative is located within Block 1 of Census Tract 1571. This census tract was used as the study area to evaluate the demographic characteristics. An economic development study area, shown in Figure 5.6-2, was developed from local tax maps for the real estate market evaluation. This area includes all properties in Orange located within one half-mile of the Orange site, the area in which property values or land uses could be affected by the proposed station.

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<sup>24</sup> *Planning for West Haven’s Train Station, Concept Master Plan for Transit Oriented Development*, prepared for the West Haven Economic Development Corporation by Harrall-Michalowski, June 2002

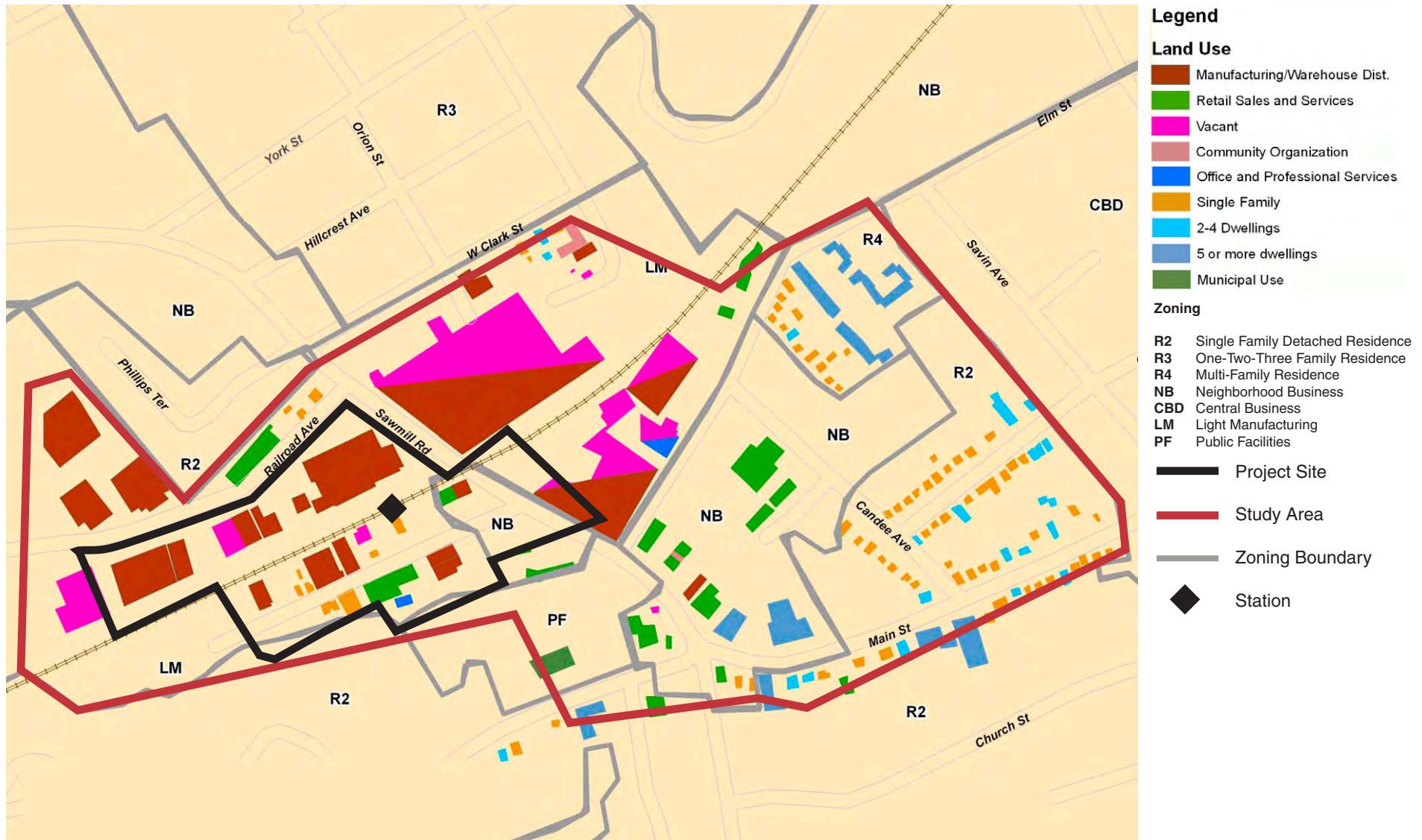
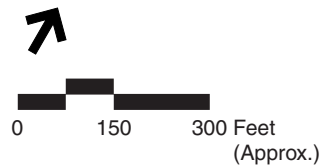
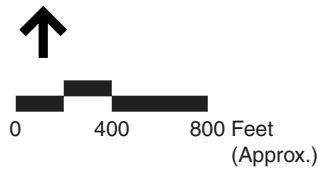
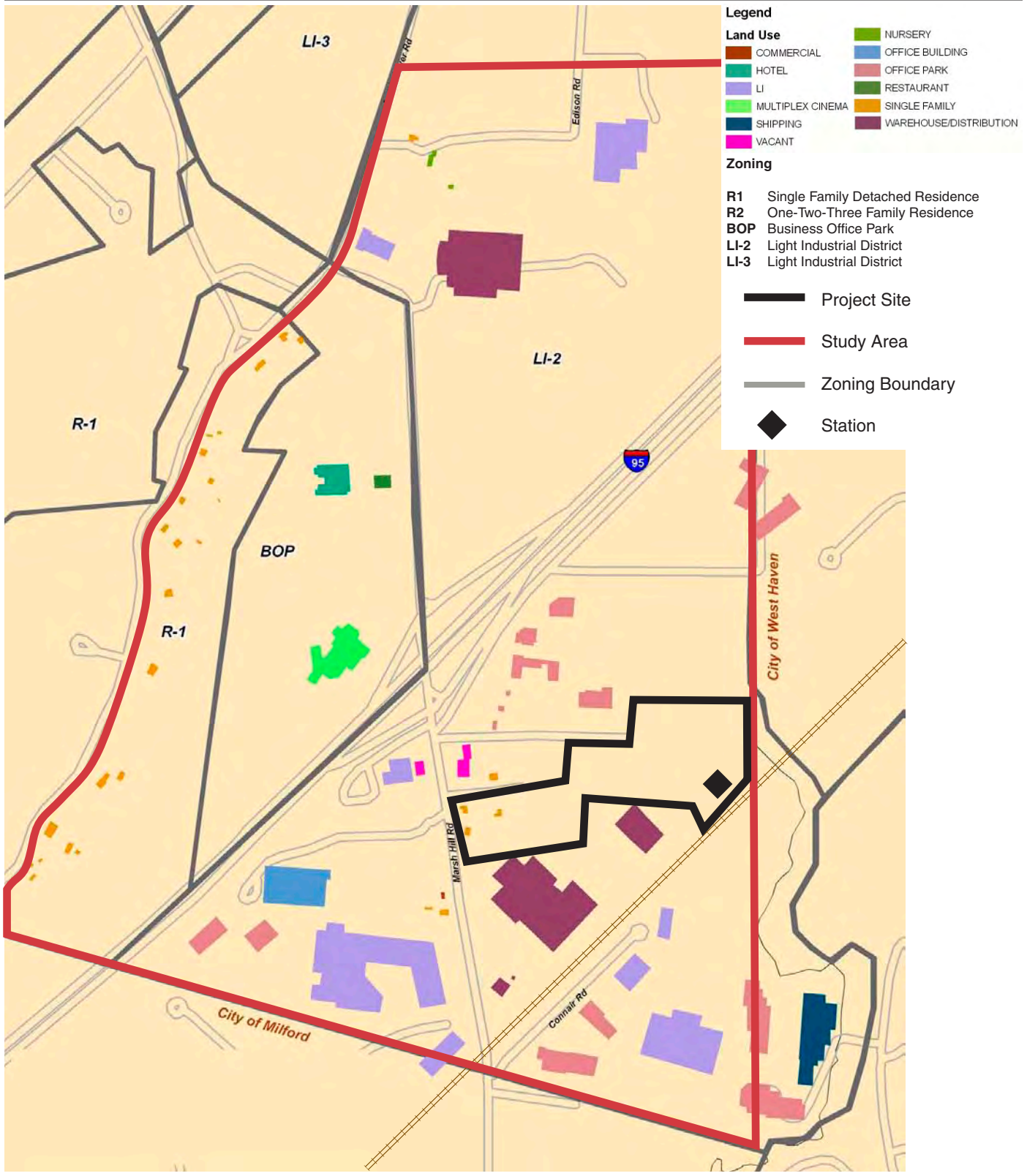


Figure 5.6-1

West Haven Alternative  
Economic Development Study Area





Orange Alternative Economic Development Study Area

Figure 5.6-2



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## West Haven Alternative

### **Zoning and Land Use**

The West Haven site is an older urban setting with high density single and multi-family residential uses intermixed with industrial and service-oriented commercial businesses. The station site is within walking distance of the commercial and retail core of West Haven, as well as several residential neighborhoods. Zoning in the area is mixed and includes light industrial, central business district, single and multi-family residential, neighborhood business and public facilities largely reflecting existing land uses. The City of West Haven is considering overlay zoning as part of a Transit Oriented Development Master Plan for the station site and surrounding area which would allow redevelopment to higher density mixed-use (residential and commercial).

The station study area in West Haven occupies about 90 acres with approximately one-third residential and two-thirds non-residential (Figure 5.6-1). Approximately 10 acres are vacant. The area is developed with approximately 2.2 million square feet of built space, 24 percent of which is residential. The mix of properties includes older industrial buildings (including the large multi-story former Armstrong Rubber plant located across Saw Mill Road), distribution and other commercial facilities, along with a mix of single-family and multiple unit residences. The total assessed value of property in the study area is \$30.5 million.

### **Commuting Patterns**

Analysis of the Census and DOL data also indicates that West Haven has fewer out-bound commuters (those who live there but work in another community) than Orange, and those that do commute out of the town are more likely to use public transportation. The data also indicates that over 1,500 out-bound commuters from West Haven (approximately 8.8 percent of the workforce) travel an hour or more to work.

Within the immediate study area, 407 West Haven resident workers traveled more than an hour to work, with 21 (22.8 percent) using public transportation. This indicates that West Haven in general, and the proposed station site in particular, has a larger number of people who are likely to use public transportation to get to and from work.

### **Real Estate**

The non-residential real estate market in the region is generally flat, with an oversupply of both office and industrial properties and minimal new development is being proposed. Within the Greater New Haven region, over 20 percent of the 12.6 million square feet of office space was vacant in the first

quarter 2004<sup>25</sup>. Although the bulk of the supply is located in the City of New Haven, there is a substantial amount of office space available in New Haven County that is being offered at attractive lease rates. Based on information provided by real estate brokers and other sources, the only new office development that is occurring is for specific users on a build-to-suit basis.

The industrial market sector is approximately four times larger than the office sector in the Greater New Haven Region, with a supply of nearly 50 million square feet, of which nearly 20 percent was vacant in early 2004. Properties in West Haven accounted for 5.1 million square feet of the regional supply with a 25 percent vacancy rate. A substantial portion of this industrial space is in older, multi-story buildings with limited access and other constraints. In the West Haven study area, there is nearly 600,000 square feet of older mill space on the market. Lease rates for this space (at \$2 to \$5 per square foot per year) in West Haven are below those in Orange (which tend to be newer, single story facilities).

The residential market in the region is strong, with both sales volumes and prices growing rapidly. In the 1990s the number of housing units in West Haven declined by 343 units (1.5 percent) as properties were torn down or redeveloped into larger units. In 2000, nearly 55 percent of the housing units were owner-occupied. West Haven has a high percentage of multi-family units (apartments and condominiums).

In 2000, the US Census reported the median value for selected owner-occupied units in West Haven was \$118,600. Values in the study area were slightly below the community-wide average, but increased at a faster rate over the previous decade. Recent residential sales figures (2003) indicate that the median sales value of a single-family home in West Haven was \$162,750, a 62.9% increase since 1999. Median monthly residential rents in the West Haven station area in 2000 were reported to be \$650. Current rents are reported to be in the \$750 to \$950 range (for one to two-bedroom apartments).

Sales volumes of both single family and condominium homes were substantially higher in West Haven than in Orange. The City of West Haven has a much larger housing supply than Orange and the housing production in the City was nearly four times more than what was developed in Orange between 1980 and 2000. In addition, West Haven's housing stock is more diverse, its market is more active, and its pricing was much more affordable for working age people. As a result, West Haven has begun to see a reversal of past trends, with increasing population and development (and redevelopment) activity.

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<sup>25</sup> CB-Richard Ellis Commercial Real Estate Data

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## Orange Alternative

### Zoning and Land Use

The Orange site and the study area immediately surrounding the proposed station site is a mixed suburban setting with single family neighborhoods, low density light industrial development and highway-oriented commercial activity (Figure 5.6-2). The property is zoned for and includes a mix of light industrial, warehouse/distribution and service businesses. The site is adjacent to a large office/R&D facility (Bayer) and a beverage distribution facility (Dichello). A small cluster of six older single family homes is adjacent to the site. These properties, which do not conform to the current zoning regulations, are isolated from other residential neighborhoods which are more than a quarter mile distant. A total of 67 parcels occupying 378 acres and containing just less than 2 million square feet of built space, are in the Orange station site study area. The total assessed value of these properties was approximately \$91.6 million in FY2004.

### Commuting Patterns

Analysis of the Census and DOL data indicates that Orange has more out-bound commuters (those who live there but work in another community) than West Haven. The data also indicates that 450 (4.8 percent) travel an hour or more to work. Within the immediate study areas, only 47 Orange workers traveled more than an hour to work and none used public transportation.

### Real Estate

The non-residential market in the region is generally flat, with an oversupply of both office and industrial properties and minimal new development is being proposed within the Greater New Haven region, over 20 percent of the 12.6 million square foot of office space was vacant in the first quarter of 2004. Although the bulk of the supply is located in the City of New Haven, there is a substantial amount of office space available in Orange that is being offered at attractive lease rates. According to information provided by real estate brokers and other sources, the only new office development that is occurring is for specific users on a build-to suit basis. The industrial market sector in Orange had 1.9 million square feet with 20 percent vacant. At current rates of industrial leasing or purchasing activity, it would take as many as 20 years to fill the existing vacant space. A substantial portion of this industrial space is in older, multi-story buildings with limited access and other constraints.

The residential market in the region is strong, with both sales volumes and prices growing rapidly. The total number of housing units in Orange increased by 326 (7.2 percent) in the 1990s with more than half (168) of those located in the study area. In 2000, nearly 93 percent of the housing units in Orange were owner-occupied. Much of Orange's housing stock consists of single-family units, particularly in the study area.

In 2000, the US Census reported the median value for selected owner-occupied units in Orange was \$254,900. Values in the area were slightly below the community-wide averages, but increased at a faster rate over the previous decade. Recent residential sales figures indicate that the median sales value of a single-family home in Orange was \$347,000 in 2003, 47.7 percent higher than the median sale price reported in 1999. Median rents in the Orange station area in 2000 were reported to be \$804 per month. Current rents in Orange are reported to be \$1,100 to \$1,600 per month for one to two bedroom apartments. Sales volumes of both single family and condominium homes are lower in Orange than West Haven due to a larger and diverse housing supply and more affordable pricing in West Haven.

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### 5.6.3 Impact Assessment: Land Use

This section identifies the direct impacts (loss of taxable income, loss of land and residential/business relocations) associated with the proposed station sites and the secondary impacts that could occur which can be attributed to the station (change in property use surrounding the station).

The West Haven Alternative would result in 19 property takings/relocations. The Orange Alternative would result in six property takings/relocations. Both Build Alternatives are consistent with existing land uses.

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#### Relocations

This section describes the property acquisitions and relocations required for each alternative. Impacted property owners will be contacted by ConnDOT prior to the initiation of the final design process.

#### **West Haven Alternative**

In West Haven 19 parcels totaling 8.13 acres are proposed to be acquired for station construction, including four residences and 14 businesses occupying approximately 120,000 square feet of commercial/industrial space that would need to be relocated. Total assessed value of the takings is \$2.6 million, which is 4 percent of the study area and less than 0.1 percent of the City's tax base. Displaced residents and businesses would not have a problem finding suitable replacement property in the region due to the availability of similar property on the market. The business relocations may result in short-term employment impacts, however, it is anticipated that these can be managed effectively by ConnDOT so that the impacts are minimized.

The West Haven Alternative would require acquisition of 19 parcels totaling 8.13 acres, including four residences and 14 businesses occupying approximately 120,000 square feet of commercial/industrial space. Table 5.6-1 and Table 5.6-2 summarize the potential relocations. Figure 5.6-3

shows the parcels that would be acquired. At the time of the taking, ConnDOT would meet with all property owners/tenants to discuss the property relocation service costs and property taking process which includes conducting an appraisal of the property to determine its fair market value. All property acquisitions will be subject to the provisions of the Uniform Relocation Assistance and Real Property Act of 1970.

**Table 5.6-1 Potential Relocations: West Haven Alternative**

Parcel (Figure 4.4-4)	Area Required (acres)	Total Parcel Size	Land Use
12	0.27	0.27	Truck parking
13	0.3	0.3	Tree removal service
14	0.24	0.24	Commercial print shop
15	0.15	0.15	Undeveloped
16	0.18	0.18	Single-family residential
17	0.12	0.12	Single-family residential
18	0.36	0.36	Manufacturing
19	0.24	0.24	Commercial printing shop
20	0.18	0.18	Landscaping company storage
21	0.18	0.18	Single-family residence
22	0.18	0.18	Single-family residence
23	0.24	0.24	Truck parking
24	0.62	0.62	Warehouse
26	2.28	2.28	Warehouse
27	0.55	0.55	Commercial trucking company
28	0.28	0.28	Manufacturing
29	0.65	0.65	Warehouse
30	0.72	0.72	Bulk mail distribution warehouse
31	0.39	0.39	warehouse

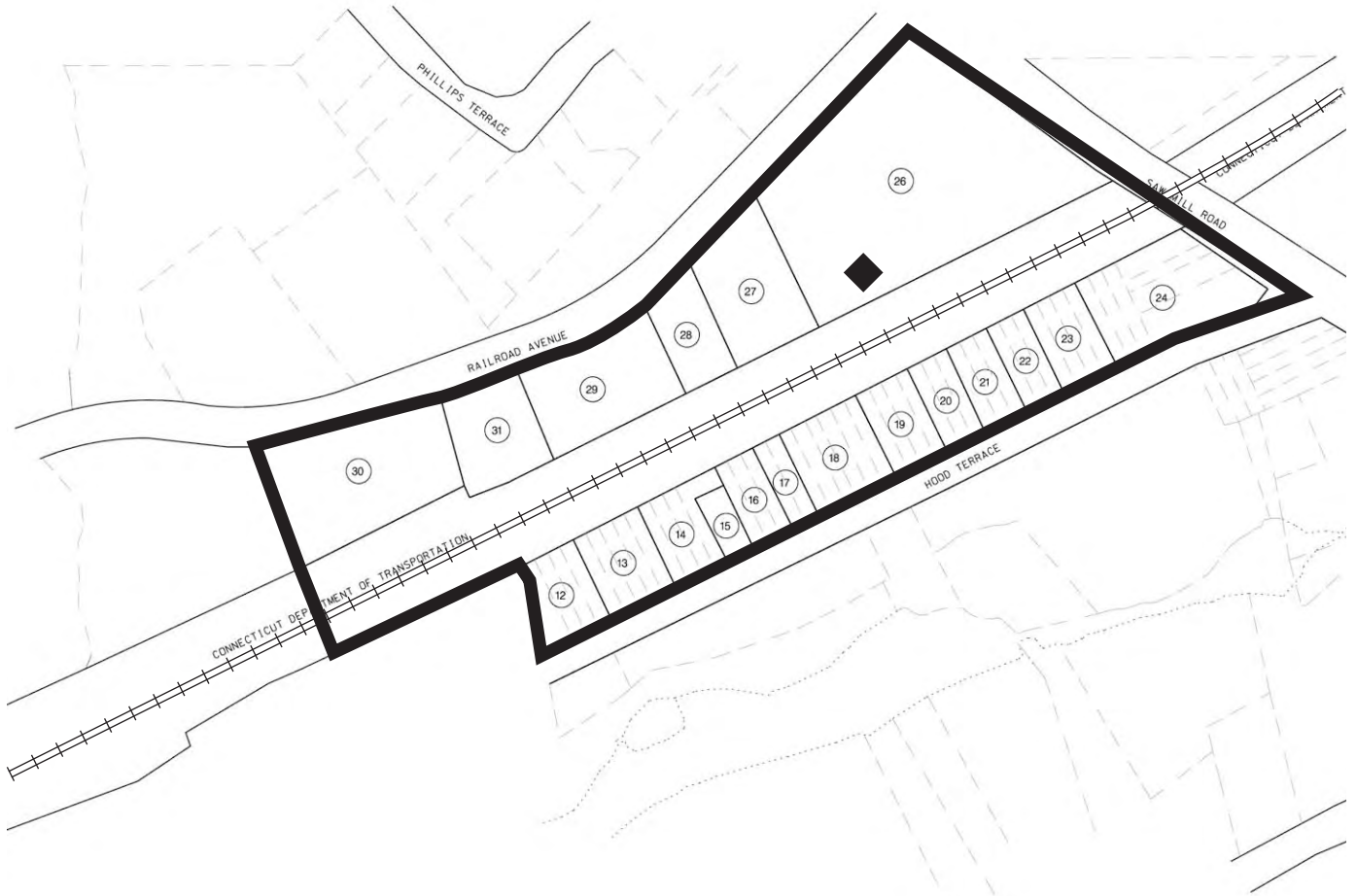
Source: ConnDOT

**Table 5.6-2 Summary of Potential Relocations: West Haven Alternative**

Use	Area Required (acres)	Number of Parcels	Building Size (square foot)
Residential	0.66	4	7,961
Commercial	7.32	14	120,587
Vacant	0.15	1	0

Source: ConnDOT

- Project Site
- Station



Property Acquisition  
West Haven Alternative

Figure 5.6-3

### Orange Alternative

The Orange Alternative site includes six parcels or portions of parcels totaling approximately 28.08 acres with three single family homes that will need to be relocated. Table 5.6-3 and Table 5.6-4 summarize the potential relocations. Figure 5.6-4 shows the parcels that would be acquired. The assembled properties, with a total assessed value of \$2.7 million, represent less than 3 percent of the total value of the study area and 0.2 percent of the Town’s tax base.

**Table 5.6-3 Potential Relocations: Orange Alternative**

Parcel (Figure 4.5-4)	Area Required (acres)	Total Parcel Size	Land Use
1	7.9	13.35	Undeveloped
2	0.95	0.95	Undeveloped
3	0.97	0.97	Single-family residential
4	0.74	0.74	Single-family residential
5	0.53	0.53	Single-family residential
7	16.99	16.99	Vacant commercial warehouse and truck terminal

Source: ConnDOT

**Table 5.6-4 Summary of Potential Relocations: Orange Alternative**

Use	Area Required (Acres)	Number of Parcels	Building Size (square foot)
Single-family residential	2.24	3	3,928
Commercial	16.99	1	19,878
Vacant (commercial)	8.85	2	0

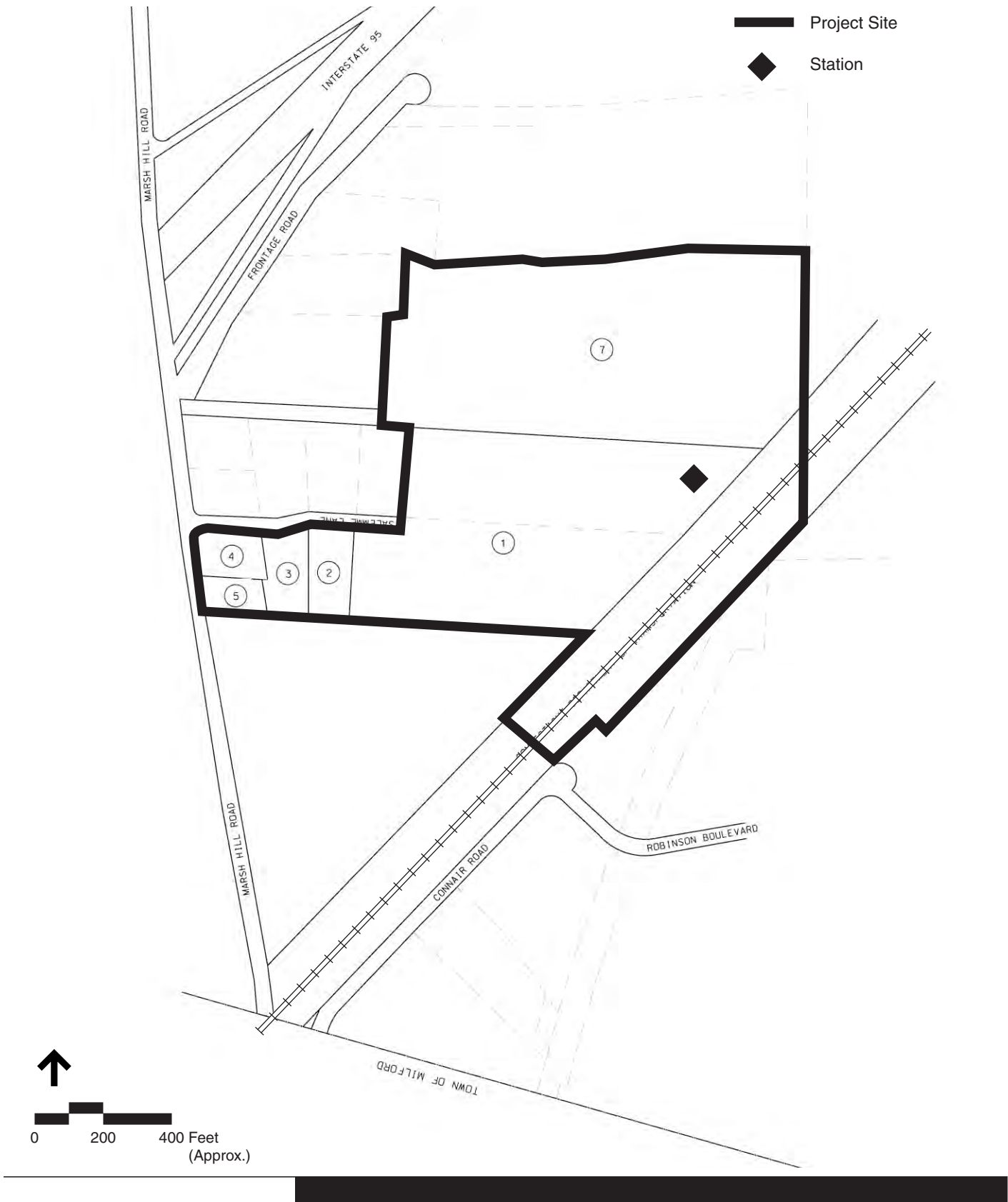
Source: ConnDOT

### Economic and Social Effects

This section discusses the direct and indirect economic effects of each of the alternatives.

#### West Haven Alternative

The development of the station in West Haven would encourage the redevelopment of the remaining buildings on Hood Terrace and Railroad Avenue that are adjacent to the station, as well as the buildings at the former Armstrong complex across Saw Mill Road. New development, including the station and adjacent redeveloped properties, could positively affect the values



Property Acquisition  
Orange Alternative

Figure 5.6-4



of the surrounding residential uses. The station and an increase in commuter traffic could create additional demand for a variety of businesses including retail uses (convenience stores, restaurants, etc.), service businesses that would benefit from the commuter traffic or from use of the parking during non-commuter hours (if permitted), private parking (depending on demand and the cost of commuter rail parking) as well as for residential use. The large number of existing housing units within easy walking distance of the station would likely increase in value, driven by an increase in demand from potential commuters.

*The West Haven Plan of Conservation and Development* (Town Planning Commission, 2004, (update to the 1990 Plan of Conservation and Development) serves as the comprehensive development guide for the community. The plan describes West Haven as a largely developed inner-ring suburb of New Haven. The fundamental theme of the plan is to accommodate re-use of developable parcels to the greatest benefit of the City while preserving and enhancing the City's established neighborhoods. The plan advocates the rail station and notes its potential to "shape the future image of the City, attract new jobs, accelerate the redevelopment of Brownfield areas, and bolster Downtown revitalization efforts." The plan includes a Transit Oriented Development Concept Master Plan intended to provide a vision for future land use and an implementation framework to realize desired future development surrounding the new train station.

Due to the predominantly industrial nature of development in the immediate vicinity of the proposed West Haven rail station site, no disproportionately adverse impacts are expected to community cohesion or access to any community resources and institutions. Development of the station would likely stimulate redevelopment and reuse of properties in the immediate area. The city is proactively planning for the potential station and redevelopment activity by proposing the creation of a transit oriented overlay zone. This zone could stimulate residential development interest, possibly through the conversion of non-residential uses.

### **Orange Alternative**

Indirect impacts that would occur as a result of the proposed commuter rail stations include changes in land uses or development patterns in the immediate vicinity of the site. The remaining non-conforming residential property would likely be redeveloped. The increased traffic along Marsh Hill Road and the new station entrance could limit its appeal for residential use, and support a transition to industrial/commercial. This transition would take time and require a more active market than currently exists. Because of current market conditions, more commercial/retail uses (such as a gas station, convenience store or fast-food outlets) or additional parking lots for

commuters may be developed, however, these uses may require a change in zoning. There is an older industrial building (currently vacant and for lease) at the corner of Salem Lane which would also be subject to the same market forces. No new housing is anticipated as zoning does not permit this type of development.

Due to the predominantly industrial nature of development in the immediate vicinity of the proposed Orange rail station site, no disproportionately adverse impacts are expected to community cohesion or access to any community resources and institutions.

The Town of Orange – Plan of Conservation & Development 2000 (Town Planning and Zoning Commission, November 1999) includes preserving rural areas, quality residential areas, and existing vibrant commercial, retail, and industrial areas. The land use plan designates the vicinity of the proposed Orange commuter rail station site for industrial use. This plan supports initiatives that would increase travel by modes other than the automobile.

Development of the station is likely to encourage changes in land uses or development patterns in the immediate vicinity of the site. The remaining non-conforming residential property would likely be redeveloped.

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#### 5.6.4 Mitigation Measures: Land Use

Based on the impact assessment, the land use changes associated with either Build Alternative would be beneficial to the community because of new use (potential business and residential development due to public transportation accessibility). There would be no adverse impact to neighborhoods, communities, or community facilities based on current conditions, and it would have beneficial economic impacts due to the potential new development surrounding the station area. Therefore, no mitigation is required with the exception of relocations.

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### 5.7 Environmental Justice

In accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Population and Low Income Populations, and subsequent procedures developed by the US Department of Transportation, activities that have potential to generate an effect on human health or the environment must include explicit consideration of their effects on minority and low-income populations (“Environmental Justice” effects or impacts). These regulations aim to prevent minority and low-income populations from exposure to disproportionately high adverse human health or environmental effects as a result of USDOT programs, policies, and activities.

are disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

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### 5.7.1 Existing Conditions: Environmental Justice

U.S. Census Bureau (Census) data (2000) were used to determine the possible presence of environmental justice (minority and low-income) populations in the project areas. While the Census data, collected in late 1999, are somewhat dated, more current demographic data for the project study area were not available from the Census, the SCCROG, or other state and local agencies. The immediate project vicinity for each of the proposed rail station sites has very limited residential populations and residential areas encompassed by the Census Block Groups considered for this analysis are generally some distance from the project sites.

Comparative census data for the West Haven and Orange study areas, the Town of West Haven or Orange, New Haven County, and Connecticut as well as comparative information on minority and low-income populations within the project study areas are shown on Figures 5.7-1 and 5.7-2.

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#### West Haven

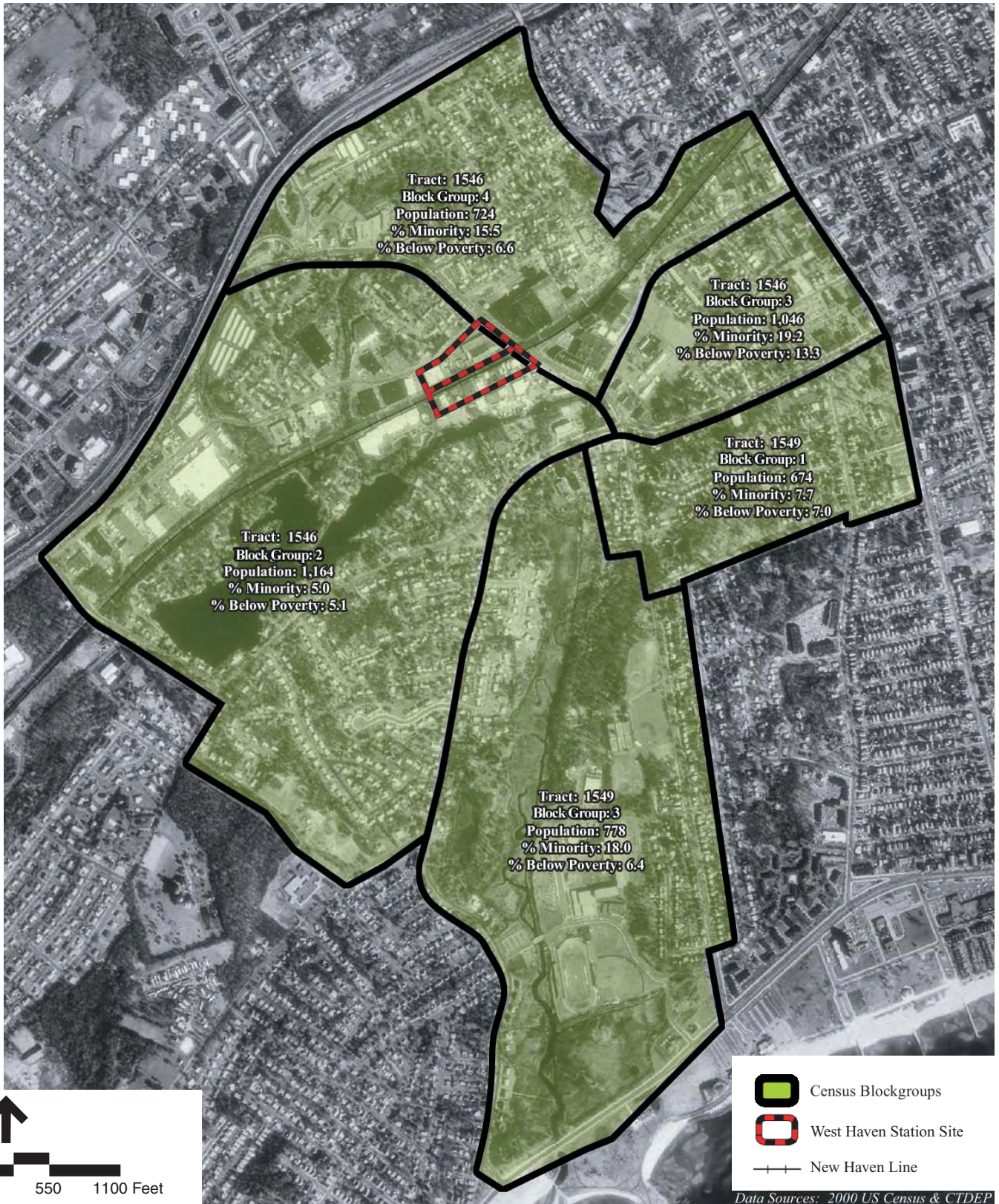
The population of New Haven County grew during the decade from 1990 to 2000, although the City of West Haven and the study area declined, according to data from the U.S. Census. The population of West Haven, on average, is both younger and less affluent than the county. The study area population is significantly younger and less affluent than both the city and the county. The city's minority community represents over 25 percent of the population which is well above the state average of 18 percent. The median household income in West Haven was \$42,400 in 2000. Population forecasts through 2008 indicate that West Haven is anticipated to grow at a faster rate than the county. Approximately 12 percent of the study area is below the poverty line. This compares to approximately 9 percent for the city and 7.5 percent for the state (Table 5.7-1). Therefore, there is a localized low-income population within the study area.

Employment (by work force) in West Haven, according to figures obtained from the Connecticut department of Labor (DOL), rose from 17,730 in 1997 to 18,820 in 1999, then fell to 16,900 in 2002. Employment in West Haven is more heavily weighted towards goods producing sectors.

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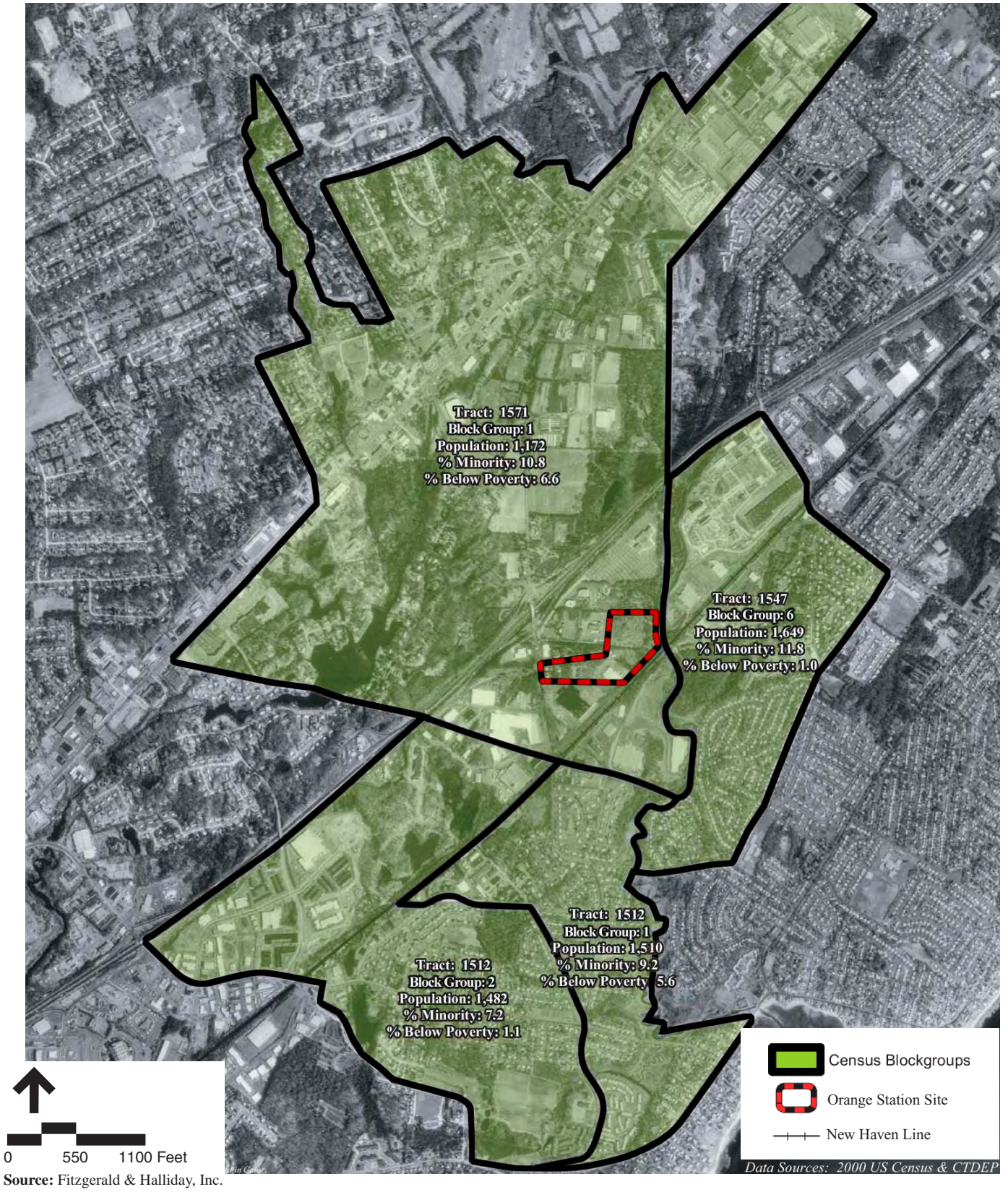
### Orange

The population of the Town of Orange grew during the decade from 1990 to 2000, according to data from the U.S. Census. The Orange population is older and significantly more affluent than the county. The median household income in Orange was \$79,400 in 2000. The study area is significantly older



Census Block Groups  
West Haven Alternative

Figure 5.7-1



Census Block Groups  
Orange Alternative

Figure 5.7-2

but less affluent than the town. The minority community represents less than 6 percent of the town's population.

Employment (by place of work) in Orange rose steadily between 1997 and 2002 to just under 10,000, according to figures obtained from the Connecticut Department of Labor (DOL), and was heavily concentrated in service providing business sectors. The large Census Block Group that encompasses the proposed rail station site in Orange has nearly double the concentration of minority and poverty-level residents than the Town of Orange as a whole. The percentage of minority and low-income populations however, is less than or comparable to the percentage in New Haven County or Connecticut. The relative concentration of minority and poverty-level residents in this area of Orange indicates that the study area population is disproportionately minority and low-income.

**Table 5.7-1 Population Data**

	<b>West Haven Study Area</b>	<b>West Haven</b>	<b>New Haven County</b>	<b>Connecticut</b>
Population Size	3,830	52,360	824,008	3,405,565
Over 65 Years	129	7,520	119,134	470,183
Minority	112	13,462	170,294	625,210
Percent Minority	15.47%	25.71%	20.67%	18.36%
Total Number of Households	1,694	21,090	319,040	
Median Household Income	\$38,164	\$42,393	\$48,834	\$53,935
Employed Persons	1,949	26,725	396,326	
Below Poverty (No. of Households)	48	4,474	75,733	259,514
Percent Below Poverty	11.7%	8.77%	9.49%	7.6%
	<b>Orange Study Area</b>	<b>Orange</b>	<b>New Haven County</b>	<b>Connecticut</b>
Population Size	1,175	13,233	824,008	3,405,565
Over 65 Years	399	2,621	119,134	470,183
Minority	126	785	170,294	625,210
Percent Minority	10.75%	5.93%	20.67%	18.36%
Total Number of Households	485	4,739	319,040	
Median Household Income	\$47,321	\$79,365	\$48,834	\$53,935
Employed Persons	409	6,459	396,326	
Below Poverty (No. of Households)	73	332	75,733	259,514
Percent Below Poverty	6.56%	2.53%	9.49%	7.6%

Source: US Census and RKG Associates.

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### 5.7.2 Impact Assessment: Environmental Justice

Impacts to environmental justice populations are assessed based on anticipated changes to community cohesion, access to transportation options, access to community resources and institutions, safety, and economic opportunity. Both Build Alternatives would have impacts as a result of land acquisition/relocations for station construction. These relocations however would result in no disproportionate or severe adverse impacts to a low-income or minority population.

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#### No-Action Alternative

The No-Action Alternative will not have any disproportionately high or adverse human health or environmental effects on either study area community. It will however not provide improved access to transportation options or economic opportunities.

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#### West Haven Alternative

The West Haven Alternative would have adverse impacts as a result of land acquisition for station construction. The four homes in the project study area on Hood Terrace appear, based on observations from the site visit conducted, to be small, in relatively poor condition, and occupied by low-income families or individuals. These residents would be displaced by the project and relocation would be required as identified in Section 5.6. This relocation would result in no disproportionate and severe adverse impacts to a low-income or minority population. The availability of rail service in West Haven would have a beneficial effect to the study area low-income population by improving access to transportation options and improving access to job opportunities in the region.

---

#### Orange Alternative

The Orange Alternative would have adverse impacts as a result of land acquisition for station construction. There would be three residents displaced by the project and relocation would be required as identified in Section 5.6. This relocation would result in no disproportionate and severe adverse impacts to a low-income or minority population. The availability of rail service in Orange would improve access to transportation options and improve access to job opportunities in the region for the Environmental Justice neighborhood identified by census data.



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## 5.8 Visual Impacts

The visual quality of the proposed station sites is an important objective to ensure a seamless design with the surrounding environment. The construction of the station should be sensitive to and enhance the visual quality of the area and be part of the city/town planning objectives. This section discusses the potential visual impacts of the proposed alternatives.

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### 5.8.1 Existing Conditions: Visual Impacts

This section describes the existing visual settings of each alternative.

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#### West Haven Alternative

The West Haven site is developed and offers views of several large concrete industrial/commercial buildings, large expanses of pavement, and several small wood-frame homes in disrepair. The existing rail line, catenary poles, and wires are prominent features through the middle of the site. Most views are short views, blocked by one or more of the existing buildings in an urban backdrop. Views from the site include adjacent industrial buildings, roadways, and several homes.

---

#### Orange Alternative

The Orange site is predominantly undeveloped and forested. The site slopes from west to east, dropping approximately 60 feet in elevation from Salemme Drive to the tracks at the location of the proposed station. The exterior trees on the higher portions of the site are visible to the developed industrial and residential properties to the north and west. Views from the site are limited by the thick vegetation, but from the northern perimeter of the site, the vacant warehouse and Bayer corporate campus are visible and the Budweiser distributorship complex can be seen from the southwest.

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### 5.8.2 Impact Assessment: Visual Impacts

The visual impacts were evaluated comparing the existing conditions to the proposed conditions for the two alternatives based on the schematic design. The visual impacts were examined from the perspective of how the design will appear and be incorporated into the surrounding area. The impact of Build Alternatives on the visual environment is not significant.

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### No-Action Alternative

The No-Action Alternative would not affect the visual environment.

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### West Haven Alternative

The proposed West Haven train station building, parking garage and pedestrian overpass would be located in the footprint of an existing large industrial building. The station would be smaller and of more architectural interest than the existing manufacturing-type building. The garage would be at a smaller scale than the existing building and more architecturally pleasing. The bottom of the pedestrian overpass would be located a minimum of 24 feet above the top of rail, and the top of the overpass would be approximately 40 feet above the top of rail - slightly lower than the top of the adjacent parking garage. The buildings to be removed would be replaced by surface parking lots, parked cars, and landscaping. The whole site would be unified by the use of consistent lighting, landscaping, pavement markings, and signage in keeping with modern public transportation facilities. While the parking lots would open up long views across the site for the land uses to the north and south, the proposed modern and well-maintained facility would likely be perceived as a visual improvement, and would be consistent with the industrial setting. Visual impacts at this site would therefore be neutral or positive.

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### Orange Alternative

The proposed Orange train station building, parking garage and pedestrian tunnel would be along the tracks at the southeast side of the site, approximately 60 feet below the end of Salemme Drive. The development footprint is concentrated toward the east side of the site so that a buffer of mature trees would remain between the facility (including parking lots) and adjacent land uses (distribution warehouse, office campus). In addition, the facility would be lower than neighboring properties to the north, west and southwest. Due to the depressed elevation, the facility would likely be screened from view of adjacent properties. The access road would also be screened for most of its length because of existing trees between it and the homes that would remain on Salemme Drive. These homes however, could have a full or partial view of the new connector between Salemme Drive and the station roadway. Visual impacts at this site would therefore be neutral or minor.

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### 5.8.3 Mitigation Measures: Visual Impacts

Based on the impact assessment, the visual impacts are expected to range from positive to not significant. Mitigation measures are proposed where feasible to enhance views of the proposed station.

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#### West Haven Alternative

There is no visual impact at the proposed West Haven site. The proposed project would have a neutral or positive impact. Therefore, no mitigation is required.

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#### Orange Alternative

The visual impacts at the proposed Orange Station would be the view from the residential neighborhood looking toward the top of the garage and pedestrian overpass (the garage is built into the embankment) and visual impacts of the new access roadway. This visual impact is consistent with the industrial setting that exists today. Specific mitigation measures such as the planting of screening vegetation or revegetating disturbed areas with native plant species will be developed and incorporated into a landscape plan.

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## 5.9 Archaeological Resources

In accordance with Section 106 of the National Historic Preservation Act of 1966, coordination with the Connecticut Historical Commission/State Historic Preservation Office (SHPO) was initiated to provide notification of the project and to determine if the project had the potential to affect any National Register or State Register historic, architectural or archaeological resources. This section documents the results of file reviews, windshield reconnaissance survey and the SHPO coordination for the West Haven Alternative and the Orange Alternative.

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### 5.9.1 No-Action Alternative: Archaeological Resources

The No-Action Alternative would have no adverse effect on cultural resources because no construction would occur on either site.

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5.9.2 West Haven Alternative: Archaeological Resources

According to correspondence dated April 29, 2004 (Appendix A), the CT SHPO has determined that the West Haven Alternative would have no effect on historic, architectural, or archaeological resources which are listed on or eligible for the National Register of Historic Places.

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5.9.3 Orange Alternative: Archaeological Resources

According to correspondence dated April 29, 2004 (Appendix A), the CTSHPO has determined that the Orange site possesses moderate to high sensitivity for prehistoric and historic archaeological resources. The CTSHPO decision was based on the proximity of the Oyster River, a review of general soil properties, and a review of historic mapping for the vicinity. The information from these sources in conjunction with a brief site visit in April 2004 during which stone walls associated with 19<sup>th</sup> century farmsteads were noted, supports the request for an archaeological assessment and reconnaissance survey. If the NEPA process leads to the decision that the Orange site is the preferred alternative, ConnDOT will commit to the following:

- As required by Section 106 of the National Historic Preservation Act, the entire site will be reviewed by ConnDOT staff in coordination with the CTSHPO to determine, if possible, the parameters of the sensitive area. If subsurface archaeological investigations are warranted, ConnDOT will undertake a Phase 1 archaeological reconnaissance survey to determine the type and extent of cultural resources within the site. If it is determined that impacts to this site will have an "Adverse Effect" upon Connecticut's cultural and historic heritage, then the FTA, and the SHPO, in cooperation with ConnDOT, will prepare a Section 106 Memorandum of Agreement (MOA) prior to completion of the NEPA process to address all cultural resource mitigation measures. These measures may include, but are not limited to, a Phase 2 archaeological intensive survey to remove and catalogue pertinent material and a Phase 3 data recovery program to extensively document the material found at the site. All mitigation measures and required surveys will be conducted in accordance with CT SHPO's Environmental Review Primer for Connecticut's Archaeological Resources, and shall be carried out in consultation with the CT SHPO and will abide by the aforementioned MOA.

These undertakings may be done after the NEPA process is complete provided that all mitigating measures are completed and approved by all parties prior to construction. Section 4(f) 771.135 of the DOT act states that "The Administration may not approve the use of a land from a significant

publicly owned park public park, recreation area, or wildlife refuge, or any significant historic site unless a determination is made that:

1. There is no feasible and prudent alternative to the use of the land from the property; and
2. The action includes all possible measures to minimize harm to the property from such use.

If it is determined by the Section 106 mitigation procedures that this site is protected by Section 4(f) of the DOT Act (the resources found are eligible for the National Register of Historic Places and that warrant preservation in place), and it is proven that there are no feasible and prudent means to avoid the resource, then a Section 4(f) evaluation shall be prepared and approved by FTA prior to final design.

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## 5.10 Wetlands and Floodplains

This section contains information on State and Federal wetlands for both the West Haven and Orange Alternatives.

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### 5.10.1 Existing Conditions: Wetlands and Floodplains

Wetlands, watercourses and water bodies may provide a variety of functional values, such as wildlife habitat, fish habitat, educational potential, visual/aesthetic quality, water-based recreation, flood flow desynchronization, groundwater and surface water use potential, nutrient retention, sediment trapping, shoreline stabilization and dissipation of erosive forces, forestry potential, and archaeological potential. Ecological functions and societal values vary with each wetland. Factors affecting wetland function include size, location in the watershed, number and interspersions of plant cover types, and the degree of disturbance.

Floodplains are low lying areas that are adjacent to streams, rivers, or coastline. These areas store water during periods of flooding. Flood storage capacity provided by a floodplain reduces flooding impact on land downstream by reducing peak flows.

Wetland information was compiled from a variety of sources including review of previous wetland delineation performed for ConnDOT, site observations, review of published State-wide wetland mapping, and review of previously published reports available from ConnDOT for the West Haven and Orange site locations.

As part of a previous ConnDOT study, the West Haven Alternative and the Orange Alternative sites were investigated to determine if wetlands existed at the sites. Inland wetlands and watercourse boundaries were determined and surveyed. A Certified Soil Scientist, as contracted by Frederic P. Harris, Inc., identified wetland boundaries in the field in 2001. Wetlands were delineated in accordance with applicable Connecticut General Statutes (CGS § 22a-28 and/or 22a-38) regarding wetland delineations. A VHB wetland scientist reviewed the wetland boundaries previously delineated and determined that the boundaries substantially represent jurisdictional boundaries as determined by Corps of Engineers *Wetlands Delineation Manual* (January 1987) in conjunction with the Corps *Guidance for the Interpretation of Wetland Boundaries Using the 1987 Corps Manual in the Six New England States* (September 9, 1991).

Floodplain limits were determined based on a review of available Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) Flood Zone Mapping, including detailed flood study data to determine actual base flood elevations. In the case of the Orange site where no detailed flood study is available to determine the 100-year base flood elevation, the base flood elevation was calculated utilizing the Contour Interpolation Simplified Method.<sup>26</sup>

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### West Haven Alternative

No wetland or watercourse resources are located on the site (Figure 5.10-1). The nearest resource is the Cove River approximately 100 feet south of the site. The West Haven site is shown on Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) Flood Zone Mapping Community Panel # 090092 0002 C. The majority of the site is outside the 100-year and 500-year flood zones within Zone C, areas of minimal flooding.

According to available Flood Profile Study data prepared in 1982<sup>27</sup> for selected portions of the Cove River, the base flood elevations for the West Haven site range from 29 to 32.5 feet National Geodetic Vertical Datum 1929 (NVGD). The site, located at elevations 52 to 70 feet NVGD, is therefore not located in the 100-year floodplain.

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### Orange Alternative

A field review of the delineated wetland boundaries by a Professional Soil Scientist found that the delineated and surveyed wetland boundaries

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<sup>26</sup> *Managing Floodplain Development in Approximate Zone A Areas, A Guide for Obtaining and Developing Base (100-Year) Flood Elevations*, Federal Emergency Management Agency, April 1995

<sup>27</sup> *Flood Insurance Study, City of West Haven, Connecticut*, Federal Emergency Management Agency, October 18, 1982

--- Limit of Site

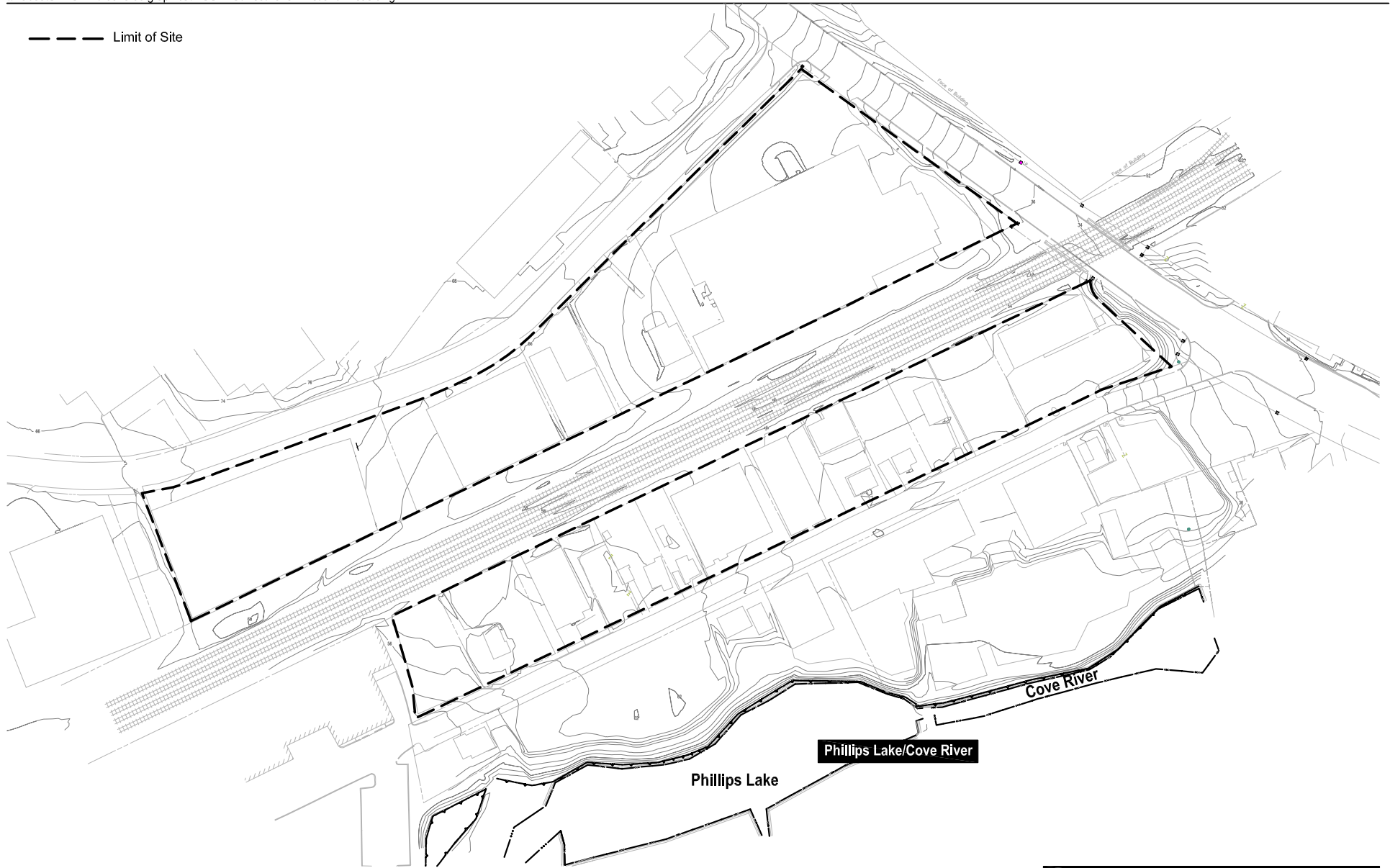


Figure 5.10-1  
Wetland Areas  
West Haven Alternative

(Figure 5.10-2) appear substantially correct and that no additional wetlands occur on site.

Seven wetland areas were previously identified and delineated. Wetland areas have been enumerated for descriptive purposes. Wetlands 1, 2, 3, 4 and 7 are relatively small isolated areas. Wetland 5 is a drainage ditch that parallels the railroad tracks and Wetland 6 is the Oyster River riparian system. The following paragraphs provide a summary description of each wetland.

#### **Wetland 1**

Wetland 1 is a relatively small (0.37± acre) isolated wetland located centrally on the subject property. This wetland area has been subjected to extensive human disturbance and is located in close proximity to residential and commercial development to the west and south, respectively. Wetland 1 has been broken into two lobes, 1A and 1B, for descriptive purposes. Wetland 1A is a seasonal groundwater seepage area with minor evidence of human disturbance. Wetland 1B was created by excavation down to the seasonal high groundwater table in order to construct a swale to facilitate drainage of Wetland 1A. Dominant vegetation consists of red maple (*Acer rubrum*), multiflora rose (*Rosa multiflora*), ironwood (*Carpinus caroliniana*), winterberry (*Ilex verticillata*), and highbush blueberry (*Vaccinium corymbosum*). The disturbed nature, developed surroundings and relatively small size reduce the ability of this wetland to provide functions and values typically supported by wetland systems. As a result, this wetland provides minimal principal or secondary wetland functions or values.

#### **Wetlands 2 and 3 and 7**

Wetlands 2, 3 and 7 are very similar in small size, 0.09± acre, 0.04± acre and 0.04± acre, respectively, and disturbed, isolated character. Wetlands 2 and 3, located centrally on the subject property, primarily consist of isolated scrub/shrub habitat created by man made depressions that impound surface water for sufficient duration to create wetland conditions. Black birch (*Betula lenta*) saplings, pussy willow (*Salix discolor*), common reed (*Phragmites australis*) and goldenrod (*Solidago* spp.) are dominant in the scrub-shrub wetlands. Wetland 7, located adjacent to the south side of the New Haven Line, is an isolated forested man made surface water depression dominated by red maple. Due to the disturbed man made nature and very small size, these wetlands provide minimal principal or secondary wetland functions or values.

#### **Wetland 4**

Wetland 4 is a relatively small (0.32± acre) isolated forested wetland located in the eastern portion of the subject property. This wetland has been altered by previous grading activities that had resulted in impoundment of surface water in the western portion of the wetland. The eastern end of the wetland



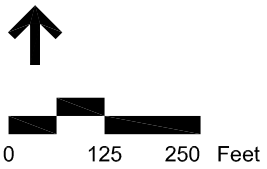
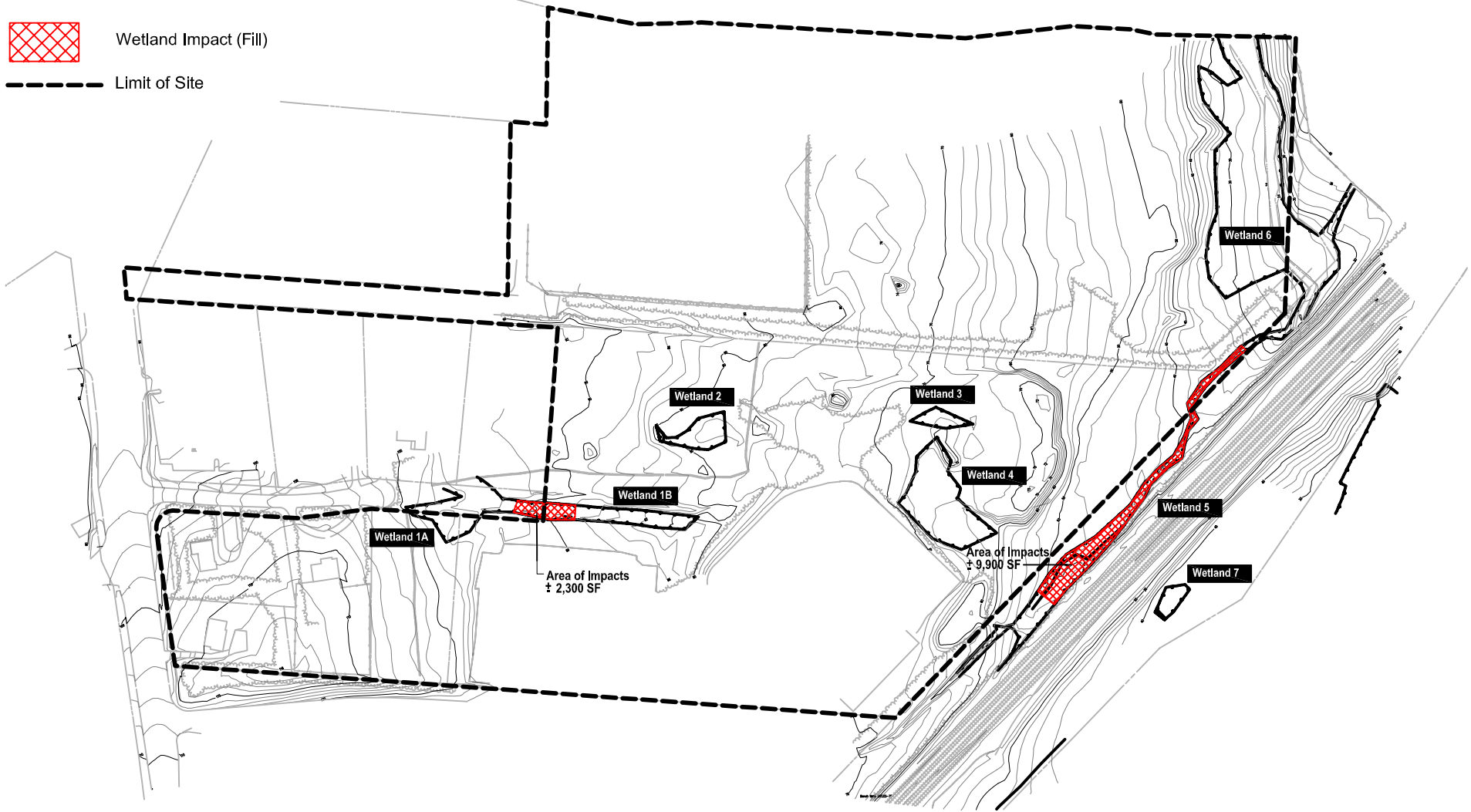


Figure 5.10-2  
Wetland Areas  
Orange Alternative

has also been disturbed by grading activities altering the groundwater slope hydrology. Dominant vegetation consists of red maple, green ash (*Fraxinus pennsylvanica*), American elm (*Ulmus americana*), multiflora rose, common reed, northern arrowwood (*Viburnum recognitum*), silky dogwood (*Cornus amomum*), pussy willow and sensitive fern (*Onoclea sensibilis*). Wetland 4 is immediately bordered by industrial development to the south and is subject to stormwater runoff from the adjoining parking lot.

The west end of Wetland 4 contains a shallow ponding area originally suspected as possibly providing vernal pool habitat. A VHB wetland scientist inspected this area on April 20, 2004 for direct or indirect evidence (i.e., chorusing adult frogs, egg masses, etc.) of obligate vernal pool species. No evidence of obligate vernal pool species were observed. Subsequent observations of this wetland reveal that it lacks depth and duration of inundation that would allow successful amphibian breeding and juvenile development. Therefore, this isolated wetland does not appear to support vernal pool habitat. In addition, the disturbed nature, developed surroundings and relatively small size reduce the ability of this wetland to provide functions and values at a principal or secondary level.

#### **Wetland 5**

Wetland 5 is characterized as a small drainage ditch feature (0.37± acre) that is regulated as an intermittent watercourse. This ditch flows through uplands along the north side of the New Haven Line into the Oyster River. No wetland soils or wetland vegetation occur in this channel. Dominant vegetation along the banks includes Norway maple (*Acer platanoides*), pignut hickory (*Carya glabra*), black cherry (*Prunus serotina*), autumn olive (*Elaeagnus umbellata*), multiflora rose and oriental bittersweet (*Celastrus orbiculatus*). This feature primarily conveys stormwater flows from a relatively small local drainage area of approximately 35 acres, including the large industrial development south of the site. A plunge pool that receives stormwater from the industrial development directly discharges into this drainage ditch.

Although not confirmed by site observations, the drainage ditch may intercept the seasonal high groundwater table and convey some groundwater exfiltration base flow. The ditch would therefore be regulated under the watercourse definition of the Connecticut Inland Wetlands and Watercourses Act but may not be considered a federal jurisdictional wetland. Deeply incised banks with some evidence of erosion reflect the flashy stormwater hydrology of this drainage feature. Due to the disturbed nature of this intermittent watercourse, proximity to development, lack of bordering wetlands and relatively small size, no primary or secondary wetland functions or values are associated with this wetland excepting conveyance of stormwater and surface water.

## Wetland 6

Wetland 6 is the largest of the wetland systems located on the subject property at 1.26± acres. This forested riparian wetland system is associated with the Oyster River and includes a relatively narrow fringe of forested wetland along the west bank of the river. Hydrology of this area is dominated by seasonal groundwater seepage although some flooding from the Oyster River appears to affect a portion of this wetland. The Oyster River is characterized as a 5 to 8 foot wide inland perennial stream with a sand bottom. Water depths vary slightly but are generally 6 inches deep. Some mud and rock islands were present in wider portions of the river. A chain link fence crosses the river near the New Haven line culvert with the fence extending below the water elevation. The tidal influence on the Oyster River ends approximately 2,000 feet downstream from the site as reported by wetland and planning municipal staff at Orange, West Haven and Milford. Wetland 6 is located beyond the limits of tidal influence and is a regulated inland waterway. Dominant vegetation consists of red maple, silky dogwood, pussy willow, northern arrowwood (*Viburnum recognitum*), spicebush (*Lindera benzoin*) and skunk cabbage (*Symplocarpus foetidus*). Wetland 6, which includes the Oyster River, supports the following functions and values: flood flow alteration, sediment/toxicant/pathogen retention and sediment/shoreline stabilization. Production export and wildlife habitat are supported by Wetland 6 in a secondary capacity.

The Orange Alternative is shown on FEMA NFIP Flood Zone Mapping Community Panel # 090087 0008 B. The majority of the site is outside the 100-year and 500-year flood zones, but within Zone C-areas of minimal flooding. However, the eastern portion of the site is within Zone A of the 100-year floodplain of the Oyster River. Base flood elevations and flood hazard factors have not been determined by FEMA for this zone.

The base flood elevations of this portion of the Oyster River were estimated by the Contour Interpolation Simplified Method.<sup>28</sup> For this selected portion of the Oyster River, the base flood elevations range from approximately 28 feet (at the railroad culvert) to 33 feet (at the north property boundary). The lowest existing elevation associated with the proposed station is approximately 30 feet located near the railroad culvert. Therefore, the proposed station is above the 100-year flood level and no activities are proposed in Zone A areas.

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<sup>28</sup> *Managing Floodplain Development in Approximate Zone A Areas, A Guide for Obtaining and Developing Base (100-Year) Flood Elevations*, Federal Emergency Management Agency, April 1995

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### 5.10.2 Impact Assessment: Wetlands and Floodplains

Impacts to wetlands are defined as the reasonably foreseeable effects to wetlands, and include direct and temporary effects. Direct effects are the physical loss or alteration of a wetland due to the construction of the proposed station and supporting infrastructure, while temporary effects are associated with construction activities and are typically short term.

Impacts to wetlands include both the direct loss of wetland area (quantitative) as well as any effects on the principal valuable functions provided by those wetlands (qualitative effects). These effects depend largely on the size and location of the impact in relation to the wetland. For each alternative wetland impacts were analyzed in terms of the total amount of wetland filled from the proposed alternative, the type of wetland filled (emergent marsh, scrub/shrub, forested), and the functions that would be affected from the wetland filling.

Impacts to floodplains include placing fill into a floodplain that would reduce flood storage volume, or increase the depth or duration of flooding.

The West Haven Build Alternative would have no adverse impact on wetlands or the floodplain. The Orange Alternative will have an adverse impact on wetlands but no adverse impact on the floodplain.

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#### No-Action Alternative

The No-Action Alternative would not include any construction, and therefore would not impact wetlands or mapped floodplains.

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#### West Haven Alternative

There are no wetlands or 100-year or 500-year floodplains associated with the West Haven Alternative.

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#### Orange Alternative

The proposed station access roadway would impact approximately 2,300 square feet of wetlands in site 1B. This wetland was created by former grading activities and has little functional value. This disturbance is unavoidable without significantly impacting adjoining residential or industrial developments which does not seem prudent in light of the disturbed nature of this wetland and general lack of wetland functions and values. Impacts were minimized by crossing this wetland at its narrowest point and in the most disturbed portion. An appropriately sized culvert would be installed to

maintain hydrology between the wetland areas. The proposed station would impact approximately 560 linear feet (9,800± square feet) of the intermittent watercourse (Wetland 5), which lacks typical wetland functions and values due to its disturbed nature and function as a drainage ditch. The primary function of this drainage ditch, conveyance of stormwater and surface water, will be retained with an appropriately designed culvert to allow stormwater to pass under the proposed station.

Although the proposed station design results in some impacts to the aquatic environment, the individual and cumulative adverse environmental impacts are minimal. The relatively small areas of wetland and intermittent watercourse (functionally a drainage ditch) impacted are degraded. The proposed design avoids the Oyster River and associated bordering wetlands. A minimum 120-foot undisturbed buffer would be protected between the riparian system and the surface parking lot.

The proposed development does not impact the estimated 100-year floodplain. The proposed limit of fill associated with the Orange Alternative does not encroach below elevation 28, the estimated 100-year base flood elevation of the Oyster River at this location.

Wetland impacts (the loss of ± 2,300 sf) and intermittent watercourse impacts (the loss of 560 linear feet) associated with the Orange Alternative would require permitting under the Connecticut Inland Wetlands and Watercourse Act, CTDEP Water Quality Certification process (Section 401 of the Clean Water Act) and the U.S. Army Corps of Engineers (Section 404 of the Clean Water Act) through the Programmatic General Permit (PGP) issued for the State of Connecticut.

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### 5.10.3 Mitigation Measures: Wetlands and Floodplains

A sequential approach to wetland mitigation has been followed during the planning phase of this project. This process strives to avoid and minimize adverse impacts and to compensate for unavoidable adverse impacts to existing aquatic resources. The goal is to achieve a no net loss of wetland functions and values.

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#### West Haven Alternative

There are no direct impacts to wetland resources for the West Haven Alternative, therefore, no mitigation measures are proposed.

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### Orange Alternative

Various alternative station designs were reviewed in an attempt to avoid direct wetland impacts. However, due to the locations of wetland areas it is not possible to satisfy the building program needs and avoid some wetland impacts. The design of the proposed station has resulted in minimization of wetland impacts to the greatest extent possible and has avoided direct impacts to the majority of wetlands. For example, one of the objectives of the development plan was to avoid direct impacts to the Oyster River wetland corridor and maximize the buffer from development as this is the most valuable of all the wetlands on the property. Impacts are isolated to existing altered and disturbed wetland areas (e.g., an intermittent watercourse that functions as a drainage ditch [Wetland 5] feature and a small degraded isolated wetland [Wetland 1]). Due to the existing disturbances to these aquatic resources and their relatively small size neither provides any primary or secondary functions or values. The primary function of Wetland 5, conveyance of stormwater and surface water will be maintained through the use of an appropriately sized culvert.

In-kind mitigation does not appear to be appropriate because the impact to wetland and intermittent watercourse would not result in the loss of any significant functions or values. Potential mitigation of the functional loss of these areas could include additional stormwater management controls on the existing stormwater discharges that are conveyed by the intermittent watercourse/drainage ditch (Wetland 5) that would reduce sediment and debris impacts to, and improve water quality of, the receiving Oyster River. Such mitigation measures could include structural and non-structural stormwater best management practices to reduce flow velocities and enhance pollutant removal (e.g., bank stabilization, water quality swale, protected outfall, etc.). Specific mitigation measures would be developed during the permit process in coordination with applicable regulatory agencies.

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## 5.11 Water Quality

This section summarizes existing surface water and groundwater resources in the Project Area and Local Study Area. These on-site and adjacent resources include wetlands, waterways, and drainage channels. Expected water quality impacts, including construction and operational impacts, are identified and evaluated for each Alternative and for the No-Action Alternative. Measures to avoid, minimize, and mitigate impacts are evaluated, and means to implement them are recommended.

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### 5.11.1 Existing Conditions: Water Quality

Both alternative sites are in the Long Island Sound watershed. The West Haven site is in the Cove River subwatershed and the Orange site is in the Oyster River subwatershed. Both rivers drain directly to Long Island Sound, a designated National Estuary<sup>29</sup>.

For each Alternative, the Local Study Area includes the station site and adjacent water resource areas that may be affected by activities at the station. The surface water resources at the West Haven site include the Cove River, approximately 100 feet south of the site. The surface water resources at the Orange site include wetlands, a drainage ditch, and the Oyster River.

The following section describes the existing surface and groundwater resources within the Local and Regional Study Areas, existing stormwater management systems, and water quality at the two alternative sites. The information presented in this section was collected from existing data, maps and reports and field investigation.

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#### West Haven Alternative

Surface water on the various existing parcels that comprise the West Haven site primarily drains to the municipal storm sewer system, which in this area drains to the Cove River. Groundwater is anticipated to flow south/southwest toward the Cove River, which flows south from the site to Long Island Sound.

The Cove River is classified by CTDEP as Class B. This designation is known or presumed to meet Water Quality Criteria which support the designated uses (recreational use, fish and wildlife habitat, agricultural and industrial supply, and other legitimate uses, including navigation).

Groundwater at and near the West Haven site is classified by the CTDEP<sup>30</sup> as a GB groundwater area. The GB classification indicates groundwater within a historically highly urbanized area or an area of intense industrial activity, and where public water supply service is available. Such groundwater may not be suitable for human consumption without treatment due to waste discharges, spills or leaks of chemicals, or land use impacts. According to municipal records, all parcels within the site are served by public drinking water.

There are no known stormwater treatment devices on the West Haven site. The sites can be presumed to discharge typical urban runoff constituents.

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<sup>29</sup> Section 320 of the Clean Water Act of 1987

<sup>30</sup> Water Quality Classification Map of Connecticut, CTDEP, 1997

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### Orange Alternative

Surface water on the undeveloped portion of the site drains east to the Oyster River, which flows south along the eastern site boundary. An intermittent drainage ditch also flows from west to east along the northern base of the railroad embankment. When flowing, surface water in this ditch discharges to the Oyster River. The developed portion of the site (Salemme Drive) is serviced by the municipal storm sewer system. Stormwater at the site infiltrates into the pervious surfaces on the site, runs off to the Oyster River, or is captured by the storm drain system on Salemme Drive. Groundwater at the site is anticipated to flow east toward the Oyster River, which discharges to Long Island Sound.

The Oyster River is classified by CTDEP as Class B/A. This designation may not meet Water Quality Criteria or one or more designated uses (potential drinking water supply, fish and wildlife habitat, recreational use, agricultural and industrial supply, and other legitimate uses, including navigation). The water quality goal is achievement of Class A Criteria and attainment of Class A designated uses.

The groundwater at the Orange site is classified by the CTDEP<sup>31</sup> as GA. The GA classification indicates groundwater within the area of existing private water supply wells or an area with the potential to provide water to public or private water supply wells. CTDEP presumes that groundwater in such an area is, at a minimum, suitable for drinking or other domestic uses without treatment. According to municipal records, some parcels within the site are served by private drinking water wells.

There are no known stormwater treatment devices on the Orange site. The quality of the discharge can be assumed to be typical of runoff from wooded/vegetated sites.

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#### 5.11.2 Impact Assessment: Water Quality

Anticipated environmental consequences were determined by comparing existing conditions with expected conditions for the two alternative sites, based on schematic design. Direct and indirect impacts were evaluated for each alternative. The West Haven Alternative is expected to have no adverse impact on water quality. The Orange Alternative is not expected to have a significant adverse impact on water quality. The construction of a project on either site will be designed in accordance with the 2004 Connecticut Stormwater Quality Manual.

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<sup>31</sup> Water Quality Classification Map of Connecticut, CTDEP, 1997



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### No-Action Alternative

The No-Action Alternative would not have a direct impact on water quality, because no construction would occur at either site. No stormwater treatment or management systems would be installed, and existing discharge to the Oyster River and Cove River would continue.

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### West Haven Alternative

The West Haven Alternative would convert primarily developed land into the station facilities and paved parking lots (Figure 4.3-3). Construction would result in a net decrease in impervious surface and stormwater runoff, because the amount of landscaped area would increase. A closed drainage system would be constructed. Stormwater would be collected from the paved surfaces through a series of catch basins and conveyed through a closed pipe system to a suitable outfall. Two drainage systems would be required, one for the area north of the rail line and one for the area south of the line. The systems would be designed to match the existing flows based on the appropriate design storm. The City of West Haven does not have a set design storm. They review each development proposal separately. Development of this site may be beneficial because of the reduction in rate/volume of discharge.

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### Orange Alternative

The Orange Alternative would convert primarily undeveloped land into impervious surface (Figure 4.4-3) resulting in an increase of about 10 acres of impervious surface. Stormwater would be collected in a closed drainage system, in which water from the paved surfaces would drain through a series of catch basins and be conveyed through a closed pipe system to a detention facility that would discharge to the Oyster River. The stormwater would exit the site through the Oyster River culvert. The runoff rate would match the 100-year flow as required by Orange. The drainage system for this site will be designed in accordance with the 2004 Connecticut Stormwater Quality Manual.

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### Indirect Impacts

Indirect and secondary impacts potentially include impacts to water quality downstream of either site at the ultimate receiving body, Long Island Sound, as a result of increased contaminants or suspended solids in stormwater runoff. Construction of either alternative is not anticipated to affect water quality in Long Island Sound, because the stormwater discharge volumes from the new station would be negligible in comparison to the flow volumes

of the tributary rivers and the sound itself and because Best Management Practices (BMP) would be employed during construction activities.

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### 5.11.3 Mitigation Measures: Water Quality

This section outlines measures that could be taken to avoid or minimize adverse environmental impacts to water resources in the study area. It also identifies mitigation measures for temporary impacts associated with project construction and long-term operation of the new station.

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#### West Haven Alternative

Although the West Haven Alternative would not discharge directly to surface water, several measures would be implemented to minimize potential impacts to water quality. The drainage system would be designed in accordance with the 2004 Connecticut Stormwater Quality Manual. Various technologies such as swirl concentrators would be evaluated. Additional mitigation measures would be incorporated where feasible to remove pollutants associated with vehicular traffic. A net increase in peak runoff is anticipated.

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#### Orange Alternative

Although construction would result in an increase in impervious surface at the site, this increase would be minimized by a combination of structured and surface parking. The increase in impervious surface is the minimum required to meet the project Purpose and Need, while balancing physical site constraints, visual impacts, and costs.

Development of the Orange site would result in approximately 10 acres of additional impervious surface. The drainage system would be a closed drainage system and would be designed to comply with the 2004 Connecticut Stormwater Quality Manual guidelines and with NPDES standards. Water quality control measures would be designed and implemented to comply with the 2004 Connecticut Stormwater Quality Manual. Additional mitigation measures to remove pollutants associated with vehicular traffic would be incorporated where feasible. These measures may include basins, wet detention ponds, and wet swales.

Effects would be minimized through use of BMPs and appropriate treatment technologies, to help remove hydrocarbons and solids, and regular pavement sweeping. Treatment of runoff in a stormwater detention basin specifically designed for treatment would remove suspended solids and contaminants.

Erosion and sedimentation will be properly controlled and contained on site during construction activities to avoid the release of sediment to sensitive receptors including streams and wetlands. Erosion and sedimentation controls will comply with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control, DEP Bulletin 34. Please refer to Section 5.18 for further detail.

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## 5.12 Wildlife/Threatened and Endangered Species

This section contains information on plant communities and wildlife habitat for both the West Haven and Orange Alternatives. Existing federal and state-listed species and state designated Significant Natural Communities are also discussed in this section.

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### 5.12.1 Existing Conditions: Wildlife

Rare and Endangered species information was obtained from the USFWS, the Connecticut Natural Diversity Database (NDDDB), and field inspections (see correspondence in Appendix A). Each of these agencies provided information based on the limits of the study area and their current databases of rare and endangered species. These data were also augmented by a review of previously published reports available from ConnDOT for the West Haven and Orange site locations.

The USFWS<sup>32</sup> has indicated that there are no Federally-listed endangered or threatened species known to occur in the Study Area for either the West Haven or the Orange sites. Additionally, the CTDEP NDDDB indicated that no State-listed Endangered, Threatened, Special Concern species or Significant Natural Communities are located on either site.

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#### West Haven Alternative

The West Haven site has been extensively developed primarily for commercial and industrial uses and is generally unvegetated except for a narrow fringe of forest upland habitat associated with the Cove River corridor to the west and south edge of the site (Figure 5.12-1). Impounded portions of the Cove River are referred to as Phipps Lake, which generally provides shallow open water habitat.

The forested upland is approximately 20 to 40 feet wide and confined to a steep fill slope above the river bank. This vegetation consists of scrub/shrub

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<sup>32</sup> United States Department of the Interior, Fish and Wildlife Services, April 27, 2004

and young forest communities dominated by non-native invasive species. Plants include speckled alder (*Alnus incana*), multiflora rose, cottonwood (*Populus deltoides*), Japanese knotweed (*Polygonum cuspidatum*), red maple, catalpa (*Catalpa bignonioides*), silky dogwood, Norway maple, weeping willow

**DA** Developed Area  
**ESF** Early Successional Forest

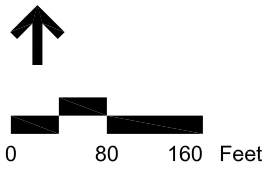
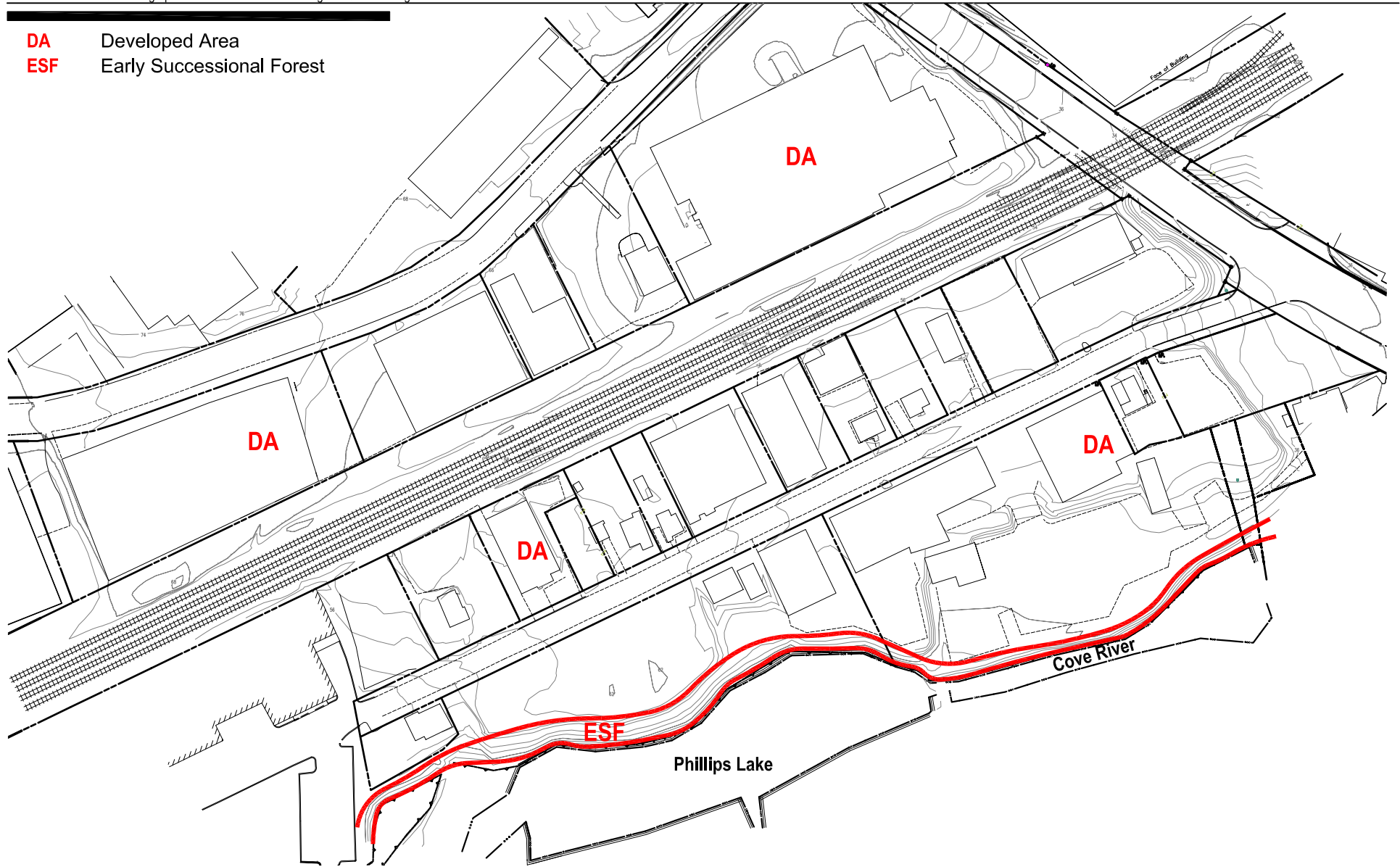


Figure 5.12-1  
Existing Vegetation  
West Haven Alternative

(*Salix babylonica*), pussy willow, and staghorn sumac (*Rhus typhina*). Several mature trees, including pitch pine (*Pinus rigida*), red cedar (*Juniperus virginiana*), black oak (*Quercus velutina*), scarlet oak (*Quercus coccinea*) and walnut (*Juglans* sp.) also occur on the embankment.

This community is isolated from other habitats by roadways, rail line and development. Some limited wildlife migration may occur along the narrow Cove River/Phipps Lake corridor, although this corridor is also highly segmented. These conditions reduce the availability of cover, feeding, breeding, and nursery habitat for wildlife; limit opportunities for wildlife migration between adjacent habitats; limit sensitive species diversity, and increase the proportion of habituated and nuisance species. Since the forested areas are completely surrounded by busy roadways and developments that limit accessibility to terrestrial, ground-dwelling species, habituated and nuisance avian species are likely the most common wildlife using the site.

Wildlife observed included common suburban species such as mallard ducks, house finch, black capped chickadee, cardinal, gray squirrel, robin, tufted titmouse, grackle, and European starling. According to the NDDDB33, no Endangered, Threatened, Special Concern species or Significant Natural Communities are located on or near the West Haven site.

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### Orange Alternative

Land surrounding the site has been extensively developed primarily for residential, commercial, and industrial uses, leaving relatively small, fragmented areas of woodland (Figure 5.12-2).

The eastern portion of the site is dominated by a relatively narrow riparian corridor associated with the Oyster River. An approximately 60-foot wide band of mature forest along the west bank of the river includes both wetland and upland habitats. The central portion of the site has been disturbed by activities including clearing, import of fill material, and grading, and supports vegetation communities in various stages of succession.

The habitats on the site consist of disturbed open field, early successional forest, mature forest, palustrine scrub/shrub wetland, and palustrine forested wetland communities. The disturbed open field community is vegetated with a variety of native and non-native species including goldenrod (*Solidago* spp.), bluegrass (*Poa* spp.), autumn olive (*Elaeagnus umbellata*), multiflora rose and brambles (*Rubus* spp.) A shrub/scrub transition community generally surrounds the perimeter of the open field areas, dominated by autumn olive (*Elaeagnus umbellata*) and multiflora rose. The young forested upland is dominated by quaking aspen (*Populus tremuloides*), red oak (*Quercus rubra*), Norway maple, pignut hickory (*Carya glabra*), black cherry (*Prunus serotina*),

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<sup>33</sup> State of Connecticut, Department of Environmental Protection, March 16, 2004

- DA** Developed Area
- DOF** Disturbed Open Field
- MF** Mature Forest
- PFO** Palustrine Forested Wetland
- PSS** Palustrine Scrub/Shrub Wetland
- ESF** Early Successional Forest

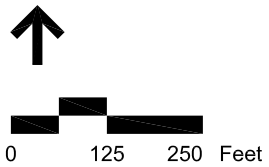
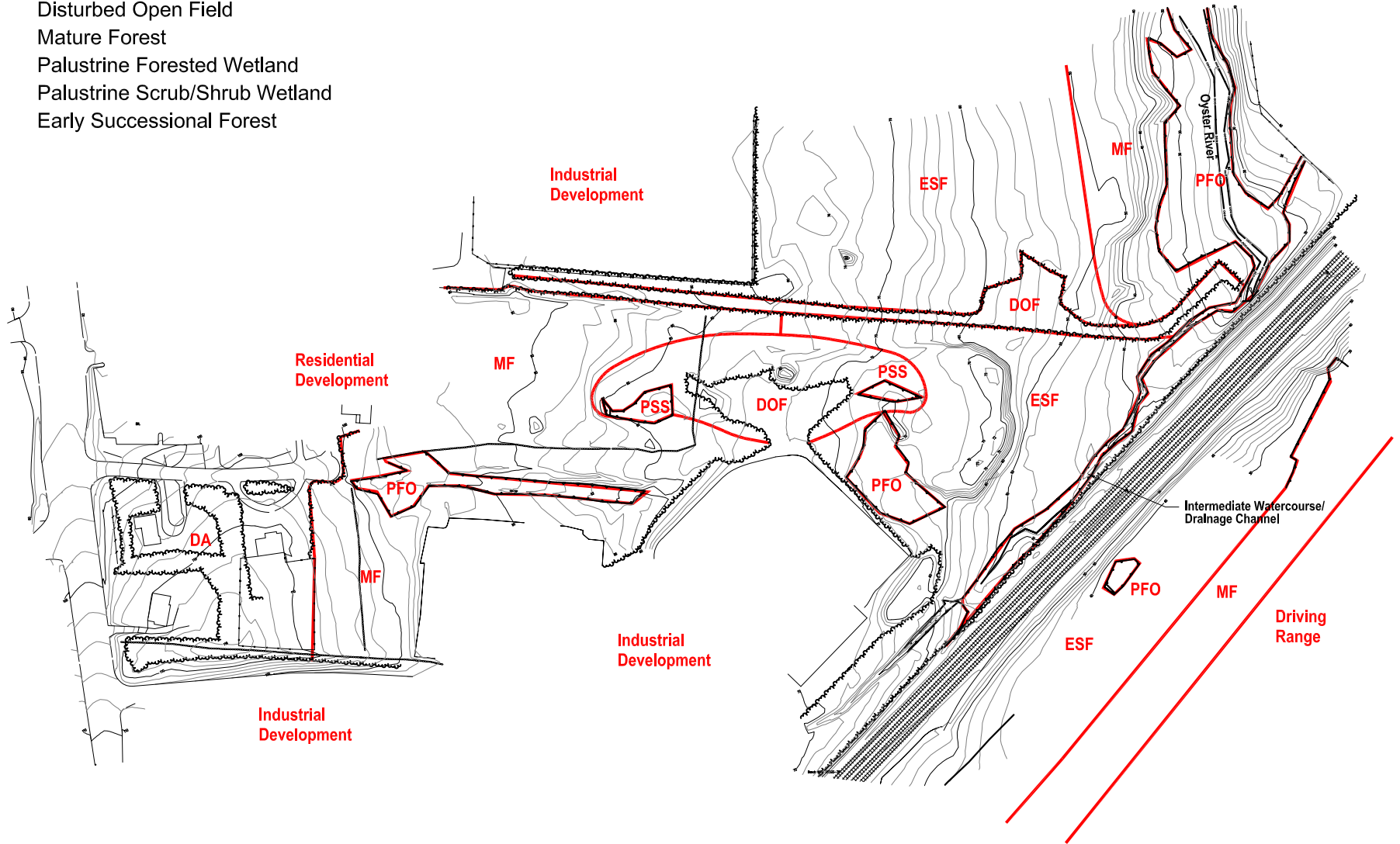


Figure 5.12-2  
Existing Vegetation  
Orange Alternative

autumn olive, multiflora rose, and oriental bittersweet (*Celastrus orbiculatus*). The southwest corner of the site contains mature forest habitat dominated by upland species intermixed with disturbed wetland habitats. This community is dominated by red oak (*Quercus rubra*), black oak, pignut hickory, shag barkhickory (*Carya ovata*), black cherry (*Prunus serotina*), multiflora rose, and oriental bittersweet.

The habitats on site are relatively small patches isolated from other habitats by roadways, rail line and development. A 12-foot high chain-link fence also surrounds the northern half of the site. These conditions reduce the availability of cover, feeding, breeding, and nursery habitat for wildlife; limit opportunities for wildlife migration between adjacent habitats; limit sensitive species diversity, and increase the proportion of habituated and nuisance species. Wildlife observed on site included American woodcock, house finch, black capped chickadee, cardinal, gray squirrel, robin, tufted titmouse, grackle, and European starling. White tail deer also utilize the site.

Some limited wildlife migration may occur along the narrow Oyster River corridor. However, this corridor is highly segmented and divided by a 12-foot high chain-link fence that crosses the river below the mean annual high water line. The riparian corridor is not considered significant due to its fragmentation (I-95 to the north and railroad to the south) and surrounding industrial development. As discussed in Section 5.10.2, there is no vernal pool habitat on the site.

According to the NDDB<sup>34</sup>, no Endangered, Threatened, Special Concern species or Significant Natural Communities are located on the Orange site. However, the NDDB indicated that rare plant and/or animal species are located within 0.5 mile both upstream and downstream of the site. According to preliminary consultation with CTDEP personnel (Appendix A), eastern box turtles (*Terrapene carolina carolina*), a species of state special concern, have been found in the vicinity of the site. An assessment for potential box turtle habitat was conducted on October 13, 2004 (Appendix B). Although the time of year of the visit lessened the chances of direct visual observation, cover types, microhabitat communities, and indirect evidence of the presence of the eastern box turtle were used to determine the presence of habitat.

The majority of the good year round habitat is in the northeastern portion of the Site associated with the mature forest and riparian wetland area bordering Oyster River (Figure 5.12-2). This area contains an abundance of vegetation, leaf litter and woody debris to provide overwintering, aestivation, thermoregulation and foraging habitat. For instance, during the hot summer, the Oyster River and its wetlands provides shallow water and moist soil conditions that maintain correct body temperature. These areas are also in

<sup>34</sup> State of Connecticut, Department of Environmental Protection, March 24, 2004



close proximity to the mowed grass area for possible basking and foraging habitat and nesting locations.

Although the remainder of the Site may provide suitable habitat, it is to a lesser degree. Most of the areas only provide a few types of habitats such as foraging and cover, rather than being able to satisfy the seasonal needs of the turtles.

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### 5.12.2 Impact Assessment: Wildlife

This section describes direct and indirect impacts of each alternative on wildlife and rare species. Direct impacts include loss of individuals and populations of wildlife or loss of wildlife habitat. Indirect impacts are defined as the consequences of an action's direct impacts. These are generally not quantifiable and may occur over a larger area of longer time. Both Build Alternatives are expected to have no significant impact on wildlife habitats.

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#### No-Action Alternative

The No-Action Alternative would not result in any direct or indirect impacts at either site, because no construction would occur.

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#### West Haven Alternative

The proposed station would affect developed portions of the site. No direct impact to the Cove River/Phipps Lake and its bordering vegetated slopes would result from development of this site. This site does not contain any Endangered, Threatened, Special Concern species or Significant Habitat. Therefore, this alternative would not adversely affect wildlife or directly impact known significant natural communities or known localities of state-listed rare species.

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#### Orange Alternative

Loss and fragmentation of wildlife habitat would be minimal due to the existing disturbed and fragmented nature of the habitat. The proposed development avoids direct impact to the Oyster River corridor, although this is not considered a significant riparian corridor due to the surrounding development and fragmentation. Direct effects would include minor habitat loss, primarily affecting species tolerant of human disturbance. As the station would be constructed adjacent to an existing railroad, industrial development and nearby roadway, indirect effects are expected to be minimal since development may already deter many wildlife species from the area. The

most likely indirect effect would be to increase competition for suitable habitat among species with small home ranges and high population levels that would be displaced as a result of site development. Because wildlife tend to avoid roadways and adjacent areas, it is possible that the station will displace some individuals of wildlife populations, causing increased competition for nearby suitable habitat.

This alternative is not anticipated to result in adverse impacts to box turtle habitat or populations. Documented occurrences of this species are located approximately one half mile upstream and downstream from the site. Although the proposed development may result in some habitat loss and add to the fragmented nature of the existing habitat, the Oyster River riparian habitat potentially connecting the known occurrences and providing possible suitable year round box turtle habitat would not be affected.

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### 5.12.3 Mitigation Measures: Wildlife

Mitigation measures would be provided where practicable to mitigate or compensate for unavoidable impacts. Mitigation measures for secondary habitat impacts would be developed in consultation with CTDEP Wildlife during the preliminary design phase of the project if the Orange Alternative were selected.

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#### West Haven Alternative

Since no direct impact to wildlife or known locations of rare species or Significant Natural Communities is anticipated, no mitigation measures are proposed for the West Haven Alternative.

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#### Orange Alternative

The Orange Alternative could result in the loss of some secondary box turtle habitat and construction could affect individuals if any migrated into the construction area. Connecticut General Statutes (Section 26-310(a) – actions by state agencies which affect endangered or threatened species or species of special concern or essential habitats of such species) states that “Each state agency, in consultation with the Commissioner, shall conserve endangered and threatened species and their essential habitats, and shall ensure that any action authorized, funded or performed by such agency does not threaten the continued existence of any endangered or threatened species, or result in the destruction or adverse modification of habitat designated as essential to such species.” The regulations further require that each state agency “shall take all reasonable measures to mitigate any adverse impacts of such actions on endangered or threatened species or essential habitat.”

Mitigation measures would be developed in consultation with CTDEP Wildlife Division, if this alternative was selected to specify feasible and prudent measures and alternatives so that the project would not appreciably reduce the likelihood of the recovery of the eastern box turtle. Potential mitigation measures could include design measures and construction measures:

- Install exclusion fencing around construction areas
- Supplemental field studies (spring-summer) to determine and document habitat usage
- Delineate turtle protection zones prior to construction
- Provide educational materials and signage during construction
- Install exclusion barriers to keep turtles off of parking lots and roads
- Size and design culverts to facilitate safe turtle movement
- Construct early successional areas to improve nest habitat

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## 5.13 Coastal Zone Consistency

Compliance with the Federal Coastal Zone Management Act of 1972 requires that the Proposed Project be consistent with the Connecticut Coastal Area Management Program policies.<sup>35</sup> This section describes the relationship of the Proposed Project to coastal zone resources and evaluates the consistency of the Project with state regulations and policies.

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### 5.13.1 Affected Environment: Coastal Zone Consistency

The Connecticut Coastal Area consists of land and water within the area delineated by the limit of the state's jurisdiction in Long Island Sound and the coastal municipalities of the state. Both West Haven and Orange lie within the Coastal Area. Protected coastal resources within the Coastal Area include shore lands, coastal flood hazard zones, estuarine embayments, freshwater wetlands, tidal wetlands, and open water bodies.

The Connecticut Coastal Boundary is a continuous line within the Coastal Area delineated by the 100-year coastal flood zone, or a 1,000-foot setback from the mean high water mark in coastal waters, or a 1,000-foot setback from the inland boundary of tidal wetlands, whichever is farthest inland.

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<sup>35</sup> Connecticut Coastal Area Management Act, CSG Sec 22a-90 through Sec 22a-112

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### West Haven Alternative

The Coastal Resources Map [1979] indicates that the site is located within the Coastal Area. Within the Coastal Area, areas within 1,000± feet of the tidal portion of Cove River, which is located approximately 900 feet south of the site, are within the Coastal Boundary. The portion of the Cove River that flows just south of the site is classified as an inland water resource and is not tidally influenced. However, the Coastal Boundary encroaches onto the southern portion of the site approximately 100 feet north of Hood Terrace. The Coastal Area and Boundary on this site are characterized by existing industrial and residential development, which do not support any coastal resources.

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### Orange Alternative

The site is located within the Coastal Area, but not the Coastal Boundary. The Oyster River, which flows along the site's east boundary, is classified as an inland water resource and is not tidally influenced in proximity to the site. No coastal resources are located on or near the site. Therefore, the Orange site is not located within the Coastal Boundary because it is farther than 1,000± feet from tidal portion of the Oyster River.

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## 5.13.2 Impact Assessment: Coastal Zone Consistency

This section describes direct and indirect impacts of each alternative on coastal resources. Since both the West Haven and Orange alternatives are located within the Coastal Area, a Coastal Consistency Review by CTDEP Office of Long Island Sound will be required for either alternative. Both Build Alternatives are expected to have no significant adverse impact on coastal zone consistency.

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### No-Action Alternative

The No-Action Alternative would not result in direct impacts on coastal resources, because no construction would occur.

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### West Haven Alternative

The narrow southern fringe of the site located within the Coastal Boundary consists of urbanized development with commercial and industrial buildings and paved areas. No coastal resources are located on the subject property or adjacent to it. The proposed development is consistent with the policies and

procedures of the Coastal Management Act since it will not result in adverse impact to characteristics and functions of resources, coastal flooding, coastal water circulation patterns, drainage patterns, patterns of shoreline erosion and accretion, visual quality, water quality, or to wildlife, finfish, or shellfish habitat.

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### Orange Alternative

The proposed development is consistent with the policies and procedures of the Coastal Management Act as the project site is not located within the coastal boundary.

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#### 5.13.3 Mitigation Measures: Coastal Zone Consistency

Since no impact to coastal resources is anticipated and the proposed development is consistent with policies and procedures of the Coastal Management Act, no mitigation measures are proposed for either alternative.

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## 5.14 Energy Analysis

This section presents the results of the energy analysis performed for the proposed rail station to be located in either West Haven or Orange. The analysis focuses on fuel consumption and the expected changes resulting from the Build Alternatives.

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### 5.14.1 Methodology: Energy

The ridership projections identified in Chapter 4 for the proposed railroad station were evaluated to determine the impact of the proposed station on energy. Energy was evaluated by determining the change in fuel consumption. The majority of the ridership at either proposed station location is expected to be diverted from the existing New Haven and Milford stations, with a smaller proportion being new transit trips.

The energy analysis is conservative because it only includes new transit trips that were attracted by the proposed West Haven or Orange stations. New transit trips represent commuters who currently drive, but would switch to transit if a new station with increased parking capacity was built.

The new transit trips were multiplied by the distance (in miles) that the commuters would have been expected to travel. These distances or vehicle-miles-of-travel (VMT) were along I-95 from the exit nearest the

proposed station to the Fairfield County line. This represents a reduction in VMT due to the proposed project, because the new trips represent a mode shift from driving to transit. The VMT was divided by an average fuel economy of 20.8 miles per gallon (mpg) to determine the savings in gasoline resulting from the project. The average fuel economy is taken from the Environmental Protection Agency’s report *Light Duty Automotive Technology and Fuel Economy Trends: 1975 through 2004*, dated April 2004.

**5.14.2 Impact Assessment: Energy**

The following sections present a summary of the energy analysis for the two Build Alternatives. The results demonstrate that either Build Alternative would save energy (a positive impact) by reducing automobile travel in the study area.

**No-Action Alternative**

The No-Action Alternative would result in greater energy usage than either Build Alternative, as it would not result in new transit ridership.

**West Haven Alternative**

The proposed West Haven station would result in a reduction of 5,526 VMT and a savings of 266 gallons of gasoline per day in 2009, and a reduction of 8,010 VMT and a savings of 385 gallons of gasoline per day in 2025 (Table 5.14-1).

**Table 5.14-1 VMT Reduction and Energy Savings: West Haven Alternative**

	2009			2025		
	AM	MIDDAY <sup>1</sup>	TOTAL	AM	MIDDAY	TOTAL
Total Inbound Boardings	814	806	1,620	1,007	948	1,955
Percent New Transit Trips	27	11	19	32	13	23
New Transit Trips (Inbound)	219	88	307	322	123	455
Total New Transit Trips	438	176	614	644	246	890
VMT Reduction <sup>2</sup>	3,942	1,584	5,526	5,796	2,214	8,010
Gasoline Savings <sup>3</sup>			266			385

Notes: 1 For the purposes of tracking inbound boardings, ConnDOT defines AM Peak trains as those arriving at Grand Central Terminal between 6:00 and 10:00 AM and Midday boardings as all other trains.

2 Based on reduction of 7 miles per trip

3 Gallons per day based on an average fuel economy of 20.8 miles per gallon, from “Light-Duty Automotive Technology and Fuel Economy Trends: 1975 through 2004”, US EPA, April 2004

**Orange Alternative**

The proposed Orange station would result in a reduction of 2,856 VMT and a savings of 137 gallons of gasoline per day in 2009, and a reduction of 4,186 VMT and a savings of 201 gallons of gasoline per day in 2025 (Table 5.14-2).

**Table 5.14-2 VMT Reduction and Energy Savings: Orange Alternative**

	2009			2025		
	AM	MIDDAY <sup>1</sup>	TOTAL	AM	MIDDAY	TOTAL
Total Inbound Boardings	885	905	1,790	1,081	1,039	2,120
Percent New Transit Trips	18	5	12	21	7	15
New Transit Trips (Inbound)	159	45	204	227	72	299
Total New Transit Trips	318	90	408	454	144	598
VMT Reduction <sup>2</sup>	2,226	630	2,856	3,178	1,008	4,186
Gasoline Savings <sup>3</sup>			137			201

Notes: 1 For the purposes of tracking inbound boardings, ConnDOT defines AM Peak trains as those arriving at Grand Central Terminal between 6:00 and 10:00 AM and Midday boardings as all other trains.

2 Based on reduction of 7 miles per trip

3 Gallons per day based on an average fuel economy of 20.8 miles per gallon, from "Light-Duty Automotive Technology and Fuel Economy Trends: 1975 through 2004", US EPA, April 2004

**5.15 Public Safety and Security**

The provision of a safe and secure environment for all patrons is the number one priority for transit agencies. Commuter rail stations should be designed for rapid patron evacuation (numerous entrances and exits), provide sufficient lighting including emergency lighting, have communication systems to report emergencies (radio, telephones, PA systems, closed circuit televisions), and have sufficient support equipment (fire protection equipment, and alarm boxes, extinguishers/hoses, rescue equipment, graphics, etc.).

The FTA/USDOT *Public Transportation System Security and Emergency Preparedness Planning Guide*<sup>36</sup> provides guidelines that agencies can take to ensure a safer operating environment and to prepare for emergency situations. Based on current practices at other New Haven Line stations in Connecticut, it is expected that the local municipalities would patrol the proposed station site. To date, there have been no substantial problems with safety and theft at the New Haven Line commuter rail stations and garages.

<sup>36</sup> *The Public Transportation System Security and Emergency Preparedness Planning Guide*, Federal Transit Administration/United States Department of Transportation. DOT-FTA-MA-26-5019-03-01, January 2003

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### 5.15.1 Emergency Plan

Currently there is not an Emergency Response Plan in place between ConnDOT and Metro North Railroad. ConnDOT is in the process of preparing an Emergency Response Plan which will include an interagency agreement with the local emergency response organizations and Metro North Railroad. This Emergency Plan will outline the Transit System's Emergency Plan goals and objectives; its capabilities for addressing the emergency and its ability to coordinate with other emergency response organizations. It is expected that the proposed station would become a part of any emergency response plan developed. Both West Haven and Orange have emergency response services (police, fire, medical services) available to support the implementation of a systemwide New Haven Line emergency response plan.

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### 5.15.2 Safety Response Time

If an emergency occurred at either the West Haven or Orange Station, the emergency response department (police, fire, and/or medical services) in the host community would need to respond. The following sections present a brief assessment of each Build Alternative with respect to response times.

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#### West Haven Alternative

The West Haven Station site is located approximately 1.5 miles from the police station on Main Street and approximately 1 mile from the fire station on Elm Street. Both the police and fire departments are located on main streets providing sufficient emergency access to the proposed station site. The City of West Haven provides a full-time emergency response force (police, fire, medical services). The city's fire houses are staffed 24-hours a day.

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#### Orange Alternative

The Orange Station site is located approximately 4 miles from the police station located on Lambert Road and approximately 3 miles from the fire station on Boston Post Road. Both the police and fire departments are located on main streets providing sufficient emergency access to the proposed station site. The Town of Orange supports a volunteer fire department (fire houses are not staffed).



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## 5.16 Hazardous Materials and Contaminated Soil/Sediments

There is potential for the discovery of hazardous materials, hazardous wastes, and contaminated soils in both the West Haven and Orange Alternatives, based on current and historical land uses of individual properties as manufacturing, industrial, or commercial facilities likely to have used/generated or stored petroleum products, hazardous materials, and/or hazardous wastes. This section identifies those properties that have been identified as having land uses where there is a risk of encountering contamination.

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### 5.16.1 Methodology: Hazardous Materials

Corridor Land Use Evaluation reports (Task 110 reports) and the Preliminary Site Evaluation reports (Task 120 reports) prepared by ConnDOT for properties associated with the proposed West Haven Alternative and the Orange Alternative were reviewed to determine if significant environmental concerns existed at the proposed station sites. A total of 26 properties were reviewed for the West Haven and Orange Alternatives (19 properties in West Haven and 7 properties in Orange).

Each parcel was assigned a low, medium or high risk rating based on a standardized method of risk characterization developed by ConnDOT. Those parcels identified as "*low risk*" did not exhibit visible evidence of conditions that would suggest an environmental concern, and present and past land uses did not indicate the potential for encountering hazardous substances. Parcels identified as "*moderate risk*" include those sites suspected of present and former activities which involve the use, storage, and/or disposal of chemicals, petroleum products, or other hazardous materials. The designation of "*high risk*" was given to those parcels where historical land use indicates a high probability of environmental concern, where environmental concerns were identified in a windshield survey or environmental records review, or where no information on the historical land use of the property could be found.

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### 5.16.2 Impact Assessment: Hazardous Materials

Project activities could encounter a discharge, spillage, uncontrolled loss, seepage or filtration of hazardous wastes, contaminated materials or other substances. The following sections summarize the potential impacts associated with the Build Alternatives. As noted, both Build Alternatives are likely to have hazardous materials impacts.

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### No-Action Alternative

The No-Action Alternative would not result in clean-up or remediation of any moderate or high-risk properties.

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### West Haven Alternative

Construction would affect 15 properties listed as having a moderate or high risk rating. Recommendations for future testing were identified as a result of the findings in the Task 110 reports. Task 210 Subsurface Investigations would be conducted for these properties, and a comprehensive hazardous materials inspection for asbestos-containing materials, lead-based paint, PCBs, and mercury containing equipment would be conducted on all structures prior to any demolition activities.

Task 210 Subsurface Investigations would involve the collection of soil and groundwater samples in areas of concern for analysis of constituents of concern (e.g. oil or other hazardous materials). Any contaminated media would be compared to the CTDEP Remediation Standard Regulations (RSRs) for regulatory compliance. Impacted soils identified will be excavated in conjunction with demolition activities and transported off site by a licensed hauler to a licensed disposal facility. Impacted groundwater will be evaluated for treatment/disposal options.

The comprehensive hazardous materials inspection would be conducted in accordance with National Emissions Standards for Hazardous Pollutants (NESHAPs) protocol, which is the federal standard required for building demolition. All hazardous materials identified would be properly removed/abated by a licensed contractor prior to demolition activities and will be disposed at a licensed facility.

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### Orange Alternative

No properties with a moderate or high risk rating would be affected by construction. A comprehensive hazardous materials inspection for asbestos-containing materials, lead-based paint, PCBs, and mercury containing equipment would be conducted on all structures prior to any demolition activities.

The comprehensive hazardous materials inspection would be conducted in accordance with NESHAPs protocol. All hazardous materials identified would be properly removed/abated by a licensed contractor prior to demolition activities and will be disposed at a licensed facility.

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## 5.17 Secondary Impacts

Secondary impacts are defined as the impact on the environment of actions that occur as a result of the proposed action, but at a different location or different time. In this DEA/DEIE, secondary impacts are considered to be the results of induced development – those reasonably foreseeable changes in the areas adjacent to the West Haven or Orange Alternative that would only occur as a consequence of constructing a commuter rail station at either location. These induced developments are described in Section 5.6.3 of this DEA/DEIE.

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### No-Action Alternative

The No-Action Alternative would include those reasonably foreseeable developments and redevelopment activities included in local planning efforts. No additional development or improvement to these areas would occur.

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### West Haven Alternative

The city is proactively planning for the potential station and redevelopment activity by proposing the creation of a transit oriented overlay zone. This zone could stimulate residential development interest, possibly through the conversion of non-residential uses.

Because the West Haven site would redevelop an already developed area, selection of the West Haven site would not result in secondary environmental impacts and could have beneficial effects on water quality and aesthetics, as well as beneficial effects on the economy of West Haven. This alternative would have no adverse effects on air quality or noise and would not affect historic resources, wetlands, or wildlife because these resources are not present in the vicinity of the site.

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### Orange Alternative

Development of the station is likely to encourage changes in land uses or development patterns in the immediate vicinity of the site. The remaining non-conforming residential property would likely be redeveloped.

The Orange Alternative is anticipated to attract retail, commercial, or industrial uses to the area along Marsh Hill Road. Commuter rail stations may attract businesses that serve commuters (coffee shops, dry-cleaners, gas stations), and may also attract other retail services or office buildings. These would most likely redevelop existing non-conforming residential properties.

This induced development would largely occur within previously-developed areas. As Figure 5.7-2 shows, the area in the vicinity of the proposed station is largely developed with commercial and industrial uses north of the railroad, and commercial and residential uses south of the railroad. There are no undeveloped areas that could be developed as a result of the commuter rail station.

Secondary environmental impacts of induced development in the vicinity of the Orange Alternative could result in minor increases in impervious surface and vehicle traffic/parking. If appropriate BMPs were not used, this development could have a minor adverse effect on water quality in receiving waters (the Oyster River, or wetlands west of Marsh Hill Road). No loss of wildlife habitat or wetlands is anticipated, as the parcels along Marsh Hill Road are upland and are previously-developed.

Any induced development would have, at best, a minor effect on traffic along Marsh Hill Road, particularly as the likely types of development that would result from constructing a commuter rail station would be dependent on commuters for business, and would not increase origin/destination traffic. This induced development would therefore be unlikely to result in increased noise or emission of air pollutants.

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## 5.18 Cumulative Impacts

Under CEQ Regulations (40 CFR 1508.7), cumulative impacts are defined as “the impact on the environment which results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.”<sup>37</sup> Although the individual impact of the separate projects might be minor, the additive effects to the environment from all the projects could be significant.

This section examines the cumulative impact of the Proposed Project, considered with the impacts of other past, present, and reasonably foreseeable future actions. The analysis of cumulative effects considers “whether the combination of the action’s impacts with other impacts will result in a serious deterioration of environmental functions.”<sup>38</sup> Consistent with CEQ guidance, the analysis determined whether the resource, ecosystem, or human community will sustain its structure and function when the effects of the alternatives under consideration are added to the effects of other past and future actions. The analysis of cumulative impacts for each affected resource shows whether the incremental effect of the Proposed Project would result in a serious deterioration of the resource, cause the cumulative effect to exceed any regulatory threshold or

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<sup>37</sup> 40 Code of Federal Regulations 1508.7, Council for Environmental Quality Regulations for Implementing NEPA

<sup>38</sup> *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*, EPA 315-R-99-002, United States Environmental Protection Agency, Office of Federal Activities, May 1999

threshold of significant adverse effect, or affect the structure or function of the human community within the Study Area.

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### 5.18.1 Methodology: Cumulative Impacts

Cumulative impacts were assessed within the study area defined for each alternative, based on the study areas previously defined for traffic, noise, air quality, and for social and economic impacts. The Study Area for the analysis of cumulative impacts is defined as the Economic Development Study Area described in Section 5.3. This includes all direct, physical effects of the West Haven Alternative and the Orange Alternative; areas affected by significant changes in noise resulting from each alternative; areas affected by changes in traffic; residential areas affected by these alternatives; natural resources; and areas affected by changes in air quality attributable to these alternatives. The Study Area was defined based on these criteria. Both sites are in the same regional area of increasing regional population and traffic, congestion on inter-state commuting corridors, and economic development highly dependent on transportation mobility.

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#### West Haven Alternative

The station study area in West Haven extends from I-95 Exit 42 along Sawmill Road to Main Street (Figure 5.3-1). The study area is approximately one-third residential and two-thirds non-residential. Approximately 10 acres are vacant. The area is developed with approximately 2.2 million square feet of built space, 24 percent of which is residential. The mix of properties includes older industrial buildings (including the large multi-story former Armstrong Rubber plant located across Saw Mill Road), distribution and other commercial facilities, along with a mix of single-family and multiple unit residences. The total assessed value of property in the study area is \$30.5 million.

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#### Orange Alternative

The station study area in Orange extends along Marsh Hill Road from Route 1 to I-95 Exit 41 and south along Marsh Hill Road/Oxford Road to Jones Hill Road and also includes Woodmont Road (Figure 5.3-2). The Orange site, and the study area immediately surrounding the proposed station site, located directly off of I-95, is a suburban setting predominated by single family neighborhoods, low density light industrial development and highway-oriented commercial activity. The property is zoned for and includes a mix of light industrial, warehouse/distribution and service businesses, including a hotel and restaurant located across the highway. The

site is adjacent to a large office/R&D facility (Bayer) and a beverage distribution facility (Dichello). Also adjacent to the proposed station site, and potentially impacted by the proposed access roadway, is a small cluster of six older single family homes. These properties, which do not conform to the current zoning regulations, are isolated from other residential neighborhoods which are more than a quarter mile distant from the station site. A total of 67 parcels with just less than 2 million square feet of built space are included in the Orange station site study area.

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#### 5.18.2 Past Actions: Cumulative Impacts

In the vicinity of both sites, past actions that have affected the environment include growth in the regional population and increasing traffic. Substantial investments have been made over the past twenty years in improving interstate transportation corridors such as I-95, Route 1, Route 80, the Merritt Parkway, and Metro/North and Amtrak rail corridors. Current, ongoing projects include reconfiguration of the interchange at I-95 and Sawmill Road in West Haven (Exit 42).

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#### 5.18.3 Reasonably Foreseeable Future Actions: Cumulative Impacts

Reasonably foreseeable future actions include public and private developments and infrastructure improvements within the study area that are currently in the planning or permitting process. This also includes any secondary development potentially resulting from the proposed action. These future actions include:

- Specific regional transportation projects that are planned for the next twenty years include:
  - improvements to the New Haven Line track infrastructure at various locations in Connecticut,
  - construction of a second parking garage adjacent to the New Haven Union Station, and
  - expanding parking at the Milford Station.

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#### 5.18.4 Impact Assessment: Cumulative Impacts

The following sections describe direct and indirect cumulative impacts of each Build Alternative based on the regional planning goals and objectives for the foreseeable future, and the environmental assessment documented in the previous sections.

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### West Haven Alternative

The West Haven Alternative would support local and regional planning for future economic development and transportation improvements. Construction of a new train station would play a key role in West Haven's master plan for revitalization of this brownfield neighborhood based on transit-oriented development. The proposed rail station would be compatible with and supportive of the associated proposed future land uses and zoning. Because the West Haven site would redevelop an already developed area, selection of the West Haven site would not add to cumulative environmental impacts and could have beneficial effects on water quality, aesthetics and noise. This alternative would have no adverse effects on air quality, noise, historic resources, wetlands, or wildlife. Potential cumulative effects are summarized below.

**Traffic** – The West Haven Alternative would have a minor cumulative adverse effect on traffic within the study area. Five signalized and two unsignalized intersections are expected to fail (LOS E or F) by 2025 as a result of traffic growth in the area and project impacts. Of these seven locations, two intersections warrant improvements as a result of impacts associated with the West Haven Alternative. At the other five locations, the LOS is projected to be less than that of the No-Action Alternative unless additional mitigative measures are implemented by others.

**Cumulative Impacts from Induced Development** – Commuter rail stations may induce residential growth in the catchment area, if the new rail station reduces commuting time and land is available for residential development. The West Haven Alternative is projected to result in 308 new daily transit trips in 2009. This minor increase in trips is unlikely to result in induced suburban residential growth, although it is predicted to increase the value of residential units within the transit-oriented-development zone. This alternative is anticipated to result in the redevelopment of buildings on Hood Terrace, Railroad Avenue, and the former Armstrong complex on Sawmill Road. It could also increase demand for retail and service businesses within the immediate study area. This induced development would occur within previously-developed areas, and would not result in the loss of natural areas or adverse impacts to natural resources, but would have positive economic and community benefits.

**Water Quality** – the West Haven Alternative would reduce impervious surfaces, and would include a new stormwater collection and conveyance system that would reduce the discharge of suspended solids and other roadway pollutants. This alternative would have a minor beneficial effect on water quality.

**Summary** – In the context of regional population growth and increasing economic dependence on transportation, the West Haven Alternative would provide benefits to the region by increasing access to rail and diverting SOV

trips from the congested, regional and interstate road network to rail. Reasonably foreseeable projects would result in additional, positive benefits in support of regional economic development plans. Therefore, the West Haven Alternative, in the context of recent or anticipated projects, would not adversely affect the natural, built, or social environment. The combination of the action's impacts with other impacts (the cumulative impacts of the Proposed Project) would not result in a serious deterioration of environmental functions.

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### Orange Alternative

The Orange Alternative would support local and regional planning for future economic development and transportation improvements. It would add to cumulative environmental impacts to traffic, wetlands, wildlife, and water quality. This alternative would have no adverse effects on air quality, noise, or historic resources. Potential cumulative effects are summarized below.

**Traffic** – The Orange Alternative would have a minor cumulative adverse effect on traffic within the study area. A total of seven intersections are expected to operate at failing levels of service as a result of increased traffic volume and project impacts. Of these, only one intersection warrants significant improvements as a result of the project. At the other six locations, the LOS is projected to be less than that of the No-Action Alternative unless additional mitigative measures are implemented by others.

**Cumulative Impacts from Induced Development** – Commuter rail stations may induce residential growth in the catchment area, if the new rail station reduces commuting time and land is available for residential development. The Orange Alternative is projected to result in 215 new daily transit trips in 2009. This minor increase in trips is unlikely to result in induced suburban residential growth, due to the developed nature of the study area, but could increase residential property values in the vicinity of the station. This alternative could increase demand for retail and service businesses within the immediate study area, and is anticipated to result in the redevelopment of existing non-conforming residential properties to retail, commercial, or industrial use. This induced development would largely occur within previously-developed areas, but could result in the minor loss of natural areas or in additional minor adverse impacts to natural resources.

**Wetlands** – the Orange Alternative would result in the loss of 2,300± square feet of low-quality wetlands and 9,900± square feet of low-quality intermittent watercourse that functions as a drainage ditch. Although it is likely that other past and reasonably foreseeable development in the study area has, and would, result in minor wetland impacts, it is assumed that wetland impacts related to any of these projects will be minimized and mitigated in accordance with state and federal law. This minor loss caused by



this project would not result in a cumulative adverse effect to aquatic resources.

**Water Quality** – The Orange Alternative would result in approximately 10 acres of new impervious surface, and would result in a minor adverse impact to water quality in the Oyster River. Although a new stormwater collection, conveyance and treatment system would be installed to mitigate for adverse impacts, the new development could result in the minor increase in runoff rates, decrease in groundwater recharge, and increase in the discharge of suspended solids and other roadway pollutants. The Oyster River is not defined as an impaired waterway, and is classified as Class B/A. The minor adverse impacts of this project, considered in relation to other past and reasonably foreseeable impacts, would not degrade water quality in this lower reach of the Oyster River.

**Wildlife Habitat and Rare Species** – The Orange Alternative would result in the minor loss of natural vegetation that potentially provides habitat to common suburban wildlife species. This alternative preserves substantial natural vegetation and in particular preserves the forested riparian corridor along the Oyster River. Although natural habitats have declined in size and have become fragmented as a result of past and reasonably foreseeable future development, the loss of natural habitat at the Orange site would not result in the loss of unique or critical habitat, nor would it affect populations of species that are regionally in decline. This alternative is not anticipated to result in adverse impacts to box turtle habitat or populations, a state-listed species of special concern. Documented occurrences of this species are located approximately one half mile upstream and downstream from the site. Although the proposed development may result in some habitat loss and add to the fragmented nature of the existing habitat, the Oyster River riparian habitat potentially connecting the known occurrences and providing possible suitable year round box turtle habitat would not be affected. Sufficient areas of similar habitat remain in the study area and surrounding communities to support other wildlife species displaced from this site.

**Summary** – In the context of regional population growth and increasing economic dependence on transportation, the Orange Alternative would provide benefits to the region by increasing access to rail and diverting SOV trips from the congested, regional and interstate road network to rail. Reasonably foreseeable projects would result in additional, positive benefits in support of regional economic development plans. Therefore, the Orange Alternative, in the context of recent or anticipated projects, would not adversely affect the natural, built, or social environment. The combination of the action's impacts with other impacts (the cumulative impacts of the Proposed Project) would not result in a serious deterioration of environmental functions.

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## 5.19 Construction Impacts

Construction impacts are temporary or short-term in nature and occur only during construction. Typical construction equipment could include bulldozers, dump trucks, backhoes, excavators, and cranes. No special construction equipment is anticipated. Long-term impacts of the Proposed Project are described and evaluated in the preceding sections. This section discusses potential impacts from construction activities and the mitigation measures that would be taken to reduce these impacts during construction of either the West Haven Alternative or the Orange Alternative.

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### 5.19.1 Impact Assessment: Construction Impacts

Construction for either Alternative is expected to take two years beginning in mid-2007. Use of the new station is expected to commence in 2009.

**No-Action Alternative** - Redevelopment of existing properties at the West Haven or Orange sites could result in minor construction activities that could generate construction noise, traffic, dust, or sediment.

**West Haven Alternative** - Construction activities for the West Haven Alternative would include demolition of existing structures; vegetation clearing; grading, installation of utilities and drainage structures, construction of facilities, paving, and landscaping. Resources that may be affected during the short-term construction period include noise, air quality, water quality, hazardous materials and contaminated soils.

**Orange Alternative** - Construction activities for the Orange Alternative would include vegetation clearing; grading, installation of utilities and drainage structures, construction of facilities, paving, and landscaping. Resources that may be affected during the short-term construction period include noise, air quality, water quality, wetlands and waterways, hazardous materials, and threatened and endangered species.

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#### Noise

An increase in Project-related, short-term noise levels would occur during construction for either Alternative. The degree of noise impact during construction would be a function of the equipment being used, the distances between the construction equipment and the noise-sensitive areas, and the timing of noise relative to human use patterns on the neighboring properties. In general, construction noise would be restricted to daylight hours.

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### Air Quality

Construction activities would result in short-term impacts on air quality including direct emissions from construction equipment and vehicles, fugitive dust emissions from site demolition (West Haven only) and earthwork, and increased emissions from traffic disruptions. Air pollutants would include NO<sub>x</sub>, CO, hydrocarbons, and particulate matter (dust). Emissions from construction equipment and dust from earthwork may result in elevated ambient concentrations within the immediate vicinity of construction activities for short periods of time, but would not be expected to have a substantial long-term impact.

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### Water Quality/Wetlands and Waterways

At the West Haven and Orange sites, vegetation removal and earthwork activities would expose soils and create dust. If not properly controlled, this may potentially lead to erosion, sedimentation in stormwater runoff, and deposition of particulate matter in wetlands and streams. Sediments, dust, and possibly other contaminants could be deposited in wetlands and waterways from these sources and affect water quality by causing siltation and affecting aquatic habitat quality and aquatic organisms.

At the West Haven site, runoff drains to the municipal storm sewer system which discharges to the Cove River. At the Orange site, runoff may drain to the municipal sewer system in Salemme Drive or into the Oyster River along the eastern boundary of the site. At either site, runoff of sediment may result in increased turbidity downstream of the work area.

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### Hazardous Materials and Contaminated Soils

**West Haven Alternative** - Construction would affect 15 properties listed as having a moderate or high risk rating. Activities could also encounter contaminated soils or groundwater. Task 210 Subsurface Investigations would be conducted for these properties. Demolition of buildings could generate solid waste containing asbestos-containing materials, lead-based paint, PCBs, and mercury containing equipment and could expose construction workers to hazardous dust. A comprehensive inspection would be conducted on all structures prior to any demolition activities.

**Orange Alternative** - Demolition of buildings could generate solid waste containing asbestos-containing materials, lead-based paint, PCBs, and mercury containing equipment and could expose construction workers to hazardous dust. A comprehensive inspection would be conducted on all structures prior to any demolition activities.

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### Threatened and Endangered Species

**West Haven Alternative** - There are no threatened and endangered species located at the West Haven site.

**Orange Alternative** - Construction activities have the potential to harm any box turtles that move into the work zone.

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### Traffic

Construction traffic on the local road network is anticipated to be minimal because of the close proximity of each site to the regional highway network. The West Haven site is close to I-95 (0.75 miles) and the Orange site is close to I-95 (0.25 miles) and the Boston Post Road.

**West Haven Alternative** - At the West Haven site construction may impact traffic in the area through increased traffic or increased congestion from construction-related activities. These impacts would be short-term and localized in nature. This site would require two construction access points, because construction would occur on both the north and south sides of the rail line.

**Orange Alternative** - Construction at the Orange site, which is in a relatively undeveloped area, is not anticipated to impact traffic substantially.

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### Rail Operations - New Haven Line

Several types of rail service operate along the four-track New Haven Line through West Haven and Orange. On a typical weekday, approximately 110 passenger trains operate along this segment. This includes the Metro North operated New Haven Line commuter trains as well as Amtrak's intercity passenger trains. In addition, CSXT operates both through and local freight service and the Providence & Worcester Railroad operates through freight service. Of the four tracks, three are used for passenger rail and through freight service. The fourth track is used for local freight service.

**West Haven Alternative** - There are several construction activities that could potentially impact rail operations:

- The platforms would likely encroach upon the railroad's theoretical underground track disturbance line due to the proposed foundation type and the proximity of the platforms to the centerline of track.
- Installation of the overhead pedestrian bridge requires construction activities over the active rail line. Relocation and/or modification to the catenary poles in the vicinity of the pedestrian bridge are also likely. This activity will likely require a number of late night service interruptions to complete.

- Track 5 requires complete replacement. Existing freight operations on Track 5 will need to be rerouted onto the other three New Haven Line tracks during construction.

Coordination with Metro-North Railroad, Amtrak, CSXT, and the P&W Railroad will be required during construction. It is anticipated that these construction activities will likely cause minor disruptions in rail operations along the New Haven Line. Any major disruptions required will be scheduled during periods when train traffic is lighter (fewer trains operating; i.e. overnight periods).

**Orange Alternative** – There are several construction activities that could potentially impact rail operations:

- The methods required to construct the platforms may cause disruptions in rail operations along the New Haven Line. The tracks are located on an embankment through the site which may require some construction activities to be staged from an active rail or require the use of cranes with booms that extend over the active tracks.
- The pedestrian tunnel will be jacked under the existing railroad tracks. The jacking activity consists of pushing a sealed box under the railroad tracks. As the box slowly advances, it displaces the soil in front of it pushing the soil out the other side of the embankment. This activity will require train traffic to be halted while the tunnel is jacked. Since the jacking rate is slow, this activity will likely require a number of late night service interruptions to complete.
- Track 5 requires complete replacement. Existing freight operations on Track 5 will need to be rerouted onto the other three New Haven Line tracks during construction.

Coordination with Metro-North Railroad, Amtrak, CSXT, and the P&W Railroad will be required during construction. It is anticipated that these construction activities will likely cause minor disruptions in rail operations along the New Haven Line. Any major disruptions required will be scheduled during periods when train traffic is lighter (fewer trains operating; i.e. overnight periods).

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### 5.19.2 Mitigation: Construction Impacts

Mitigation measures would be provided during construction to reduce the effects of temporary construction-related impacts. Specific minimization and mitigation measures are described below. These measures would be the same for either Alternative.

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## Noise

Construction noise can be minimized through relatively simple and inexpensive measures that can be incorporated into the construction contract. These include requiring that engines be fitted with mufflers, air-powered equipment be fitted with pneumatic exhaust silencers, and noise barriers be used on stationary equipment if necessary. Construction equipment and vehicles would be routed in areas that would cause the least disturbance to people living and working in the area, and hours of work would be restricted to minimize sleep disruptions in the areas with residences. For noise and air quality, truck idling would be kept to a minimum.

The ConnDOT Standard Noise Provision<sup>39</sup> would be included in the construction contract and states the following:

*"The Contractor shall take measures to control the noise intensity caused by his construction operations and equipment, including but not limited to equipment used for drilling, pile driving, blasting, and excavation or hauling. All methods and devices employed to minimize noise shall be subject to the continuing approval of the Engineer. The maximum allowable level of noise at the nearest residence or occupied building shall be 90 decibels on the "A" weighted scale (dBA). Any operation that exceeds this standard would cease until a different construction methodology is developed to allow the work to proceed with the 90 dBA limit."*

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## Air Quality

Direct emissions from construction equipment can be minimized by ensuring that all equipment is properly operated and maintained, and by ensuring that their emissions systems are working properly. In addition, excess idling of construction equipment will be minimized as required by the Regulations of Connecticut State Agencies (RCSA) Section 22a-174-18(b) (3) (c). Potential emissions would also be minimized by implementing an effective traffic management plan that would minimize emissions from congested traffic. Dust can be controlled effectively by treating unpaved areas in the construction zone with water or calcium chloride, covering loads on all open trucks, and seeding all unvegetated areas as soon as practicable.

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## Wetlands and Waterways/Water Quality

Water quality impacts during construction would be minimized through sound erosion and sediment control practices (BMPs). The Department of Transportation would be required to submit an Erosion and Sediment

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<sup>39</sup> Standard Noise Provision, Connecticut Department of Transportation, January 10, 2005

Control Plan to the DEP as part of a Storm Water Discharge Permit. Section 1.10 "Environmental Compliance," including BMPs from ConnDOT Form 816<sup>40</sup>, *Standard Specifications for Roads, Bridges, and Incidental Construction*, would be followed. All erosion and sediment controls, such as silt fences, hay bales, mulch and soil stabilization blankets would be installed and maintained in accordance with the appropriate regulations and guidance<sup>41,42</sup>. If any dewatering is required to construct building foundations, discharge would be managed in accordance with the appropriate permit requirements.

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### Hazardous Materials and Contaminated Soils

ConnDOT has developed a specialized contractual system enabling the Department to respond effectively to unanticipated encounters with hazardous or contaminated materials during project construction. Preconstruction sampling protocols, which are implemented at high-risk sites, would be established for certain properties at the West Haven site, based on results of the Task 210 subsurface investigations.

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### Threatened and Endangered Species

Construction activities at the Orange Alternative may result in disturbance to the box turtle. If the site is selected, a specific mitigation plan would be developed in consultation with the CTDEP's Wildlife Division. Section 5.12 of the DEA/DEIE provides a description of the elements of this mitigation plan, which include daily searching of the site to find and relocate turtles, erecting exclusion fencing to protect turtles from construction activities, and monitoring during construction. Additional mitigation measures to enhance habitat could include constructing sandy nesting areas within the riparian buffer to the Oyster River.

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### Traffic

The maintenance and protection of traffic throughout the construction period would be extensively coordinated with local officials and business owners to avoid or minimize inconvenience. A Traffic Management Plan, including appropriate construction signage and uniformed officers, would be implemented to minimize traffic-related impacts.

A Traffic Management Plan would specify permissible hours of work, off-hauling, and deliveries to minimize disruptions and obstructions to local

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<sup>40</sup> *Standard Specifications for Roads, Bridges, and Incidental Construction*, Form 816, Connecticut Department of Transportation

<sup>41</sup> *On-Site Mitigation for Construction Activities*, Connecticut Department of Transportation, 1994

<sup>42</sup> *Connecticut Guidelines for Soil Erosion and Sediment Control Measures*, Connecticut Department of Environmental Protection

traffic. Specifying haul routes and establishing staging areas, designating parking areas for construction worker vehicles, establishing site accesses that do not form bottlenecks for local traffic, and providing traffic control as needed would also be included to reduce traffic impacts. Access to businesses at the West Haven Site, (Hood Terrace and Railroad Avenue) and the Orange Site ((Marsh Hill Road and Salemme Drive) would be maintained throughout construction.

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#### Rail Operations - New Haven Line

For both the West Haven and Orange Build Alternatives, the impact of construction on New Haven Line rail operations can be minimized by scheduling construction activities during off-peak periods, by providing good customer information, and through close coordination with Metro-North Railroad, Amtrak, CSXT, and the Providence & Worcester Railroad.

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## 5.20 Summary

This DEA/DEIE evaluates the environmental consequences of each alternative. This chapter provides a detailed analysis of the direct, indirect, and cumulative effects of each alternative on air quality, noise, land use/social and economic impacts, environmental justice, visual, archaeological resources, wetlands and floodplains, water quality, wildlife/threatened and endangered species, public safety and security, and hazardous materials and contaminated sediments, and evaluates consistency with Connecticut's Coastal Zone Management Program. This chapter also identifies potential measures to mitigate adverse impacts. Specific mitigation measures will be identified for the Proposed Action and described in the FEA/FEIE. Table 5.20-1 summarizes the environmental impacts associated with each alternative.



**Table 5.20-1 Environmental Impacts of Alternatives**

	<b>No-Action Alternative</b>	<b>West Haven Alternative</b>	<b>Orange Alternative</b>
Traffic	7 intersections would fail (LOS E or F)	2 additional intersections would fail	1 additional intersection would fail
Air Quality	No effect	No adverse effect	No adverse effect
Noise	Noise levels in areas adjacent to each station alternative would be higher than with the Build alternative	Reduces noise in comparison to the No-Action Alternative	Reduces noise in comparison to the No-Action Alternative
Land Use	No effect	19 Property Takings/ Relocations	6 Property Takings/ Relocations
Economic	No redevelopment stimulus or benefits to either community	Likely to stimulate redevelopment in the vicinity of the station	No secondary development likely under current zoning
Environmental Justice Populations	No effect	No disproportionate adverse effects	No disproportionate adverse effects
Visual Impacts	No effect	Minor- views of station in industrial area	Minor – views of access road in industrial area
Historic Resources	No effect	No historic resources	No historic resources
Archaeological Resources	No effect	No archaeological resources	Potential for impact to archaeological resources.
Wetlands	No effect	No wetlands	Would fill 2,300 sf of wetland and culvert 560 linear feet of a ditch
Floodplains	No effect	None	None
Water Quality	Untreated stormwater would continue to be discharged at both sites	Beneficial – would improve quality of runoff and reduce runoff rates	Increased stormwater runoff rates and increased generation of pollutants from vehicles would be mitigated by design of stormwater system
Wildlife/Threatened and Endangered Species	No effect	None	Negligible wildlife habitat loss. Site construction will preserve riparian habitat. Further coordination with DEP required for state-listed species near this site.
Coastal Zone Consistency	No effect	Consistent	Consistent

**Table 5.20-1 Environmental Impacts of Alternatives cont.**

	<b>No-Action Alternative</b>	<b>West Haven Alternative</b>	<b>Orange Alternative</b>
Energy	Higher energy usage due to increased VMT and gasoline usage	Reduces vehicle-miles traveled and gasoline usage	Reduces vehicle-miles traveled and gasoline usage
Public Safety and Security	No effect	Will be compliant with Homeland Security/FTA guidance. Accessible by emergency vehicles.	Will be compliant with Homeland Security/FTA guidance. Accessible by emergency vehicles.
Hazardous Materials & Contaminated Sediments	No effect - any soils or groundwater containing oil or hazardous material would remain	Likely to encounter during construction.	Not likely to encounter during construction
Construction Impacts	No short-term impacts as a result of construction	Potential short-term impacts to traffic, water quality, and noise	Potential short-term impacts to traffic, water quality, and noise
Secondary Impacts	No stimulus to development or redevelopment	Potential to redevelop a previously-developed area; beneficial economic effects	Potential to induce development in the immediate vicinity of the proposed station (along Marsh Road)

# 6

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*West Haven/Orange Railroad Station Environmental Study – Preliminary Environmental Screening Report, Connecticut Department of Transportation, July 2004.*

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*West Haven/Orange Railroad Station Environmental Study – Travel Demand Forecasting Report, Connecticut Department of Transportation, October 2004.*

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# 7

## Glossary and Acronyms

<b>ADT</b>	Average Daily Traffic
<b>Amtrak</b>	National Railroad Passenger Corporation
<b>BMPs</b>	Best Management Practices
<b>CAAA</b>	Clean Air Act Amendments
<b>CCTIA</b>	Coastal Corridor Transportation Investment Area
<b>CCWA</b>	Connecticut Clean Water Act
<b>CEPA</b>	Connecticut Environmental Policy Act
<b>CGS</b>	Connecticut General Statutes
<b>CO</b>	Carbon Monoxide
<b>ConnDOT</b>	Connecticut Department of Transportation
<b>CTDEP</b>	Connecticut Department of Environmental Protection
<b>CSXT</b>	CSX Transportation
<b>CWA</b>	Clean Water Act, 33 CFR U.S.C. Sections 1251 - 1387
<b>dBA</b>	decibels (A-weighted)
<b>EA</b>	Environmental Assessment
<b>EIE</b>	Environmental Impact Evaluation
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration
<b>FHF</b>	Flood Hazard Factor
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>I-95</b>	Interstate 95
<b>IWRD</b>	Inland Water Resources Division

<b>Ldn</b>	Day-night averaged sound level
<b>Leq</b>	energy-averaged equivalent sound level
<b>LOS</b>	Level of Service
<b>LUST</b>	Leaking Underground Storage Tank
<b>MNR</b>	Metro North Railroad
<b>MOA</b>	Memorandum of Agreement
<b>mpg</b>	miles per gallon
<b>mph</b>	miles per hour
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NDDB</b>	Natural Diversity Database
<b>NEPA</b>	National Environmental Policy Act
<b>NFIP</b>	National Flood Insurance Program
<b>NGVD</b>	National Geodetic Vertical Datum
<b>NMFS</b>	National Marine Fisheries Service
<b>NPDES</b>	National Pollution Discharge Elimination System
<b>OHM</b>	Oil and Hazardous Material
<b>OLISP</b>	Office of Long Island Sound Program
<b>OPM</b>	Office of Policy and Planning
<b>PGP</b>	Programmatic General Permit (Section 404)
<b>P.L.</b>	Public Law
<b>P.A.</b>	Public Act
<b>PCBs</b>	Polychlorinated Biphenyls
<b>ppm</b>	Parts per Million
<b>PWRR</b>	Providence & Worcester Railroad
<b>RCRA</b>	Resource Conservation and Recovery Act
<b>ROW</b>	Right-of-Way
<b>SCRCOG</b>	South Central Regional Council of Governments
<b>SHPO</b>	State Historic Preservation Office
<b>SIP</b>	State Implementation Plan
<b>SOV</b>	Single Occupant Vehicle
<b>STIP</b>	Statewide Transportation Improvements Program
<b>TIA</b>	Transportation Investment Area

<b>TIAS</b>	Traffic Impact and Access Study
<b>TSB</b>	Transportation Strategy Board
<b>U.S.C.</b>	United States Code
<b>USCOE</b>	United States Army Corps of Engineers
<b>USDA</b>	United States Department of Agriculture
<b>USDOT</b>	United State Department of Transportation
<b>USEPA</b>	United States Environmental Protection Agency
<b>USFWS</b>	United States Fish and Wildlife Service
<b>USGS</b>	United States Geological Survey
<b>UST</b>	Underground Storage Tank
<b>VMT</b>	Vehicle miles of travel
<b>vph</b>	vehicles per hour

**Average Daily Traffic (ADT)** – The average daily traffic volumes on a roadway. This number represents a daily traffic volume adjusted for seasonality and day of the week.

**Army Corps of Engineers** – A Federal agency that administers Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, regulatory programs addressing wetlands and waterways protection.

**Avian** – refers to all things of, relating to, or derived from birds.

**Best Management Practices** – Techniques and measures employed during and after construction to treat surface runoff and protect receiving water quality.

**Clean Air Act Amendments** –The Clean Air Act Amendments of 1990.

**Carbon Monoxide** – a colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Full combustion activities (i.e. transportation, industrial processes, space heating, etc.) are the major sources of CO.

**Clean Water Act**– The Federal Water Pollution Control Act ("FWPCA"), 33 U.S.C. §§1251 -1387, is the federal statute regulating the discharge of water pollution.

**Connecticut Environmental Policy Act (CEPA)** – The statue establishing CEPA is found in the Connecticut General Statutes (CGS) Sections 22a-1 through 22a-1h, in particular Section 22a-1a-4(b)(2) as amended by Public Act 02-123. This statue sets the requirements for evaluating the impacts of proposed State actions that could have the potential to significantly affect the environment.

**Daily Traffic Volume** – The number of vehicles that use a given roadway over a 24-hour period in both directions on a specific day.

**dBA** - Loudness is the sound pressure level measured on a logarithmic scale in units of decibels. For community noise impact assessment, sound level frequency characteristics are based upon human hearing, using an A-weighted frequency filter. The A-weighted filter is used because it approximates the way humans hear sound.

**Environmental Assessment**–Any project that may use federal funds for construction is required to complete one of three classes of action at the inception of a project as required by the NEPA Process (Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS)). An EA is required when the significance of the environmental impact is not clearly established. An EA can result in either a Finding of No Significant Impact requiring no further environmental evaluation or identification of potentially significant impacts requiring an Environmental Impact Statement.

**Environmental Impact Evaluation**– An environmental impact evaluation of the project conducted as part of an environmental assessment or environmental impact statement as required by the CEPA Process (Section 22a-1a-1-1 through 12 inclusive of the Regulations of Connecticut State Agencies).

**Farmland Soils** - soil whose conversion to non-agricultural use is regulated under the Farmland Protection Policy Act of 1981 by the United States Department of Agriculture.

**Federal Emergency Management Agency** – A federal agency that regulates federal actions in floodplains.

**Flood Hazard Factor** –The Flood Hazard Factor (FHF) is the Federal Insurance administration device used to correlate flood information with insurance rate tables.

**Federal Transit Administration** – A US Department of Transportation, Office of the Secretary, agency. The FTA is the USDOT Agency responsible for this document. FTA provides financial assistance to develop new transit systems and improve existing systems.

**Floodplain** – the flat area adjoining a river channel constructed by the river in the present climate and overflowed at times of high discharge.

**Impervious Surface** – a surface through which nothing, particularly precipitation, can penetrate.

**Inland Water Resources Division** – DEP's Inland Water Resources Division, Wetlands Management Section, oversees implementation of the law designed to protect wetlands, water quality and water bodies.



**Day-night Average Sound Level** – Day-night (sound) level is a descriptor that recognizes the added impact of nighttime noise. It is a 24 hour Leq based on A-weighting with 10 dBA added between the hours of 10:00 p.m. to 7:00 a.m. DNL is an accepted descriptor of environmental noise when sleep-interference *is* a factor. Community noise impact is commonly described by DNL contours.

**Energy-Averaged Equivalent Sound Level** – Equivalent or energy-averaged sound level (leq)

**Level of Service** – A qualitative measure describing operational conditions within a traffic stream, and their perception by motorist and/or passengers; six levels of service are defined and they are given letter designations, from A to F, with level of service A representing the best operating conditions and level of service F the worst.

**Microscale Air Quality Analysis** – A localized analysis of air quality to quantify the chemical constituents.

**National Ambient Air Quality Standards** – The prescribed level of pollutants in the outside air which cannot be exceeded during a specified time in a specified geographic area.

**National Environmental Policy Act** – An act signed into law on January 1, 1970. Section 102 of the Act sets the requirements for an outlines the contents of environmental impact statements that are to accompany every recommendation or report on proposals for legislation and other major Federal actions significantly affecting the quality of the human environment.

**Natural Diversity Data Base** – The Natural Diversity Data Base maintains locational information and population status on all state listed species, and reviews site-based projects for potential impacts to listed species.

**National Flood Insurance Program** – In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The Federal Emergency Management Agency (FEMA) manages the NFIP, and oversees the floodplain management and mapping components of the Program.

**National Marine Fisheries Service** – A division of NOAA, Fisheries conserves, protects, and manages living marine resources to ensure continuation as functioning components of marine ecosystems, affords economic opportunities, and enhances the quality of life for the American public.

**National Pollution Discharge Elimination Systems** – The 1972 Federal Pollution Control Act created the National Pollutant Discharge Elimination System (NPDES) Program. The NPDES program authorizes

discharges pollutants from point or non-point sources to waters of United States.

**Oil and Hazardous Material** – Any material that, because of its quantity, concentration, or physical and chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment.

**Office of Long Island Sound Program** – Coordinates programs within the Department of Environmental Protection that have an impact on Long Island Sound and related coastal land and water.

**Palustrine** – The group of vegetated wetlands traditionally called by such names as marsh, swamp, bog, fen, and prairie. Palustrine wetlands may be situated shoreward of lakes, river channels, or estuaries; on river floodplains; in isolated catchments; or on slopes.

**Polychlorinated Biphenyls** – Polychlorinated biphenyls are mixtures of up to 209 individual chlorinated compounds (known as congeners). There are no known natural sources of PCBs. PCBs are either oily liquids or solids that are colorless to light yellow. Some PCBs can exist as a vapor in air. PCBs have no known smell or taste.

**Property Takings** – The acquisition of a portion or all of a property by eminent domain.

**Resource Conservation and Recovery Act** – Federal legislation (U.S. Code Title 42, Chapter 82) adopted in 1976 and substantially amended in 1984 by the Hazardous and Solid Waste Amendments. It is the statutory basis for the Environmental Protection Agency to establish a comprehensive program to control hazardous waste from its generation to its final disposal.

**Relocations** – The taking of a residence, business or other structure from a property owner, for public use, which requires the residents or business to be moved to an alternate location.

**Runoff** – Water that flows off the surface of the land. The portion of rainfall, melted snow or irrigation water that flows across the ground surface and eventually returns to streams or rivers and/or infiltrates into the ground.

**Secondary Impacts** – the impacts which are caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable; secondary impacts may include induced changes to land use patterns, population density or growth rate, and related effects on natural systems, including ecosystems.

**Section 106 of the Historic Preservation Act** – The legislation that establishes a process involving the Federal Highway Administration, Connecticut Department of Transportation, State Historic Preservation Office, and the Advisory Council on Historic Preservation. This process

must be followed for any federal-aid highway project affecting historic resources potentially eligible, eligible, or on the National Register of Historic Places. In this process, historic resources are identified and steps are taken to avoid, minimize, and mitigate the impacts to historic resources.

**Section 4(f) of the D.O.T. Act** – Also known as Section 303, this legislation requires FHWA approval for any Federal-aid highway project using land from a significant publicly owned park, recreation area, historic property or wildlife and waterfowl refuge. FHWA must find that (1) there is no feasible and prudent alternative to the use of land from the property; and (2) the action includes all possible planning to minimize harm to the property resulting from such use.

**Section 404 of the Clean Water Act** – Provides the enabling legislation for regulation of wetland resources by the Army Corps of Engineers and the U.S. Environmental Protection Agency. A permit is required from the Army Corps of Engineers for projects involving discharge of dredged or fill material into waters of the United States. Jurisdiction under this law extends to lakes, rivers, streams, wetlands, and mudflats.

**State Historic Preservation Office** – A state administrative agency responsible for compliance with historic preservation rules, laws and regulations.

**State Implementation Plan (SIP)** – The plan created under The 1990 Clean Air Act Amendments that establishes emission reduction requirements for ozone and carbon monoxide non-attainment areas. Proposed projects must demonstrate that the impacts of their emissions are consistent with the appropriate SIP. The plan is prepared by the state and submitted to US EPA for approval.

**Statewide Transportation Improvements Program (STIP)** – A staged, multi-year, statewide, intermodal program of transportation projects which is consistent with the statewide transportation and planning processes and metropolitan plans, TIPs, and processes. STIPs are short-term documents that list the projects to be advanced by the State over a three to five year period. Only projects listed in the STIP are eligible for federal funds. The STIP is developed by a State based on the rural area capital projects as well as the capital projects contained in each region's TIP.

**Traffic Impact and Access Study** – A "site access study" is a generic term commonly used by transportation/ land use planners and traffic engineers to describe how traffic generated by either new land use(s) or replacement land use(s) will be served (impact) by an existing or future road network.

**Transportation Improvement Program (TIP)** – A staged, multi-year, intermodal program of transportation projects for a specific metropolitan

area which is consistent with the metropolitan transportation plan. The TIPs, developed by each metropolitan planning organization within a state, must include each metropolitan area project that are proposed for federal funding.

**Transportation Safety Board** – The National Transportation Safety Board is an independent Federal agency that investigates every civil aviation accident in the United States and significant accidents in the other modes of transportation, conducts special investigations and safety studies, and issues safety recommendations to prevent future accidents.

**United States Department of Agriculture** – A federal agency responsible for administering programs that address farming issues.

**United States Department of Transportation** – The Department of Transportation was established by an act of Congress on October 15, 1966, to oversee all modes of transportation in the United States.

**United States Environmental Protection Agency**– A federal agency responsible for administering programs that address environmental issues.

**United States Fish and Wildlife Service** – A federal agency responsible for addressing the protection of fish and wildlife including rare, threatened, or endangered species. The USFWS plays an advisory role in the Section 404 regulatory program administered by the U.S. Army Corps of Engineers.

**Vernal Pool** – a temporary pool of surface water or ground water discharge to a topographic depression that provides breeding habitat for certain amphibian and invertebrate species

**Watercourses (State of Connecticut Definition)** - rivers, streams, brooks, waterways, lakes, ponds, marshes, swamps, bogs and all other bodies of water, natural or artificial, vernal or intermittent, public or private, which are contained within, flow through or border upon Connecticut or any portion thereof, not regulated pursuant to Connecticut General Statutes Sections 22a-28 to 22a-35, inclusive. Intermittent watercourses shall be delineated by a defined permanent channel and bank and the occurrence of two or more of the following characteristics: (A) Evidence of scour or deposits of recent alluvium or detritus, (B) the presence of standing or flowing water for duration longer than a particular storm incident, and (C) the presence of hydrophytic vegetation.

**Watershed** – a land area that collects and discharges surface stream flow to a single point.

**Wetland (General Definition)** –those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a

prevalence of vegetation typically adapted for life in saturated soil conditions.

**Wetlands (State of Connecticut Definition)** – land, including submerged land, not regulated pursuant to Connecticut General Statutes Sections 22a-28 to 22a-35, inclusive, which consists of any of the soil types designated as poorly drained, very poorly drained, alluvial, and floodplain by the National Cooperative Soils Survey, as may be amended from time to time, of the Natural Resources Conservation Service of the United States Department of Agriculture.

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## Distribution

The persons and organizations listed below have received copies of this Environmental Assessment/Draft Environmental Impact Evaluation.

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### Federal

Federal Highway Administration  
National Marine Fisheries Service  
United States Fish and Wildlife Service  
United States Army Corps of Engineers, New England District  
United States Environmental Protection Agency, Region I

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### State

Connecticut Council of Environmental Quality  
Connecticut Department of Economic & Community Development  
Connecticut Department of Environmental Protection

- DEP Natural Diversity Database
- DEP Office of Long Island Sound Programs

Connecticut Department of Health, Water Supply Section  
Connecticut Department of Motor Vehicles  
Connecticut Department of Public Health  
Connecticut Department of Public Works  
Connecticut Historical Commission  
Connecticut Office of Policy and Management

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## Elected Officials

U.S. Senator Christopher Dodd  
U.S. Senator Joseph Lieberman  
U.S. Representative John B. Larson 1<sup>st</sup> District  
U.S. Representative Rob Simmons 2<sup>nd</sup> District  
U.S. Representative Rosa L. DeLauro 3<sup>rd</sup> District  
U.S. Representative Christopher Shays 4<sup>th</sup> District  
U.S. Representative Nancy L. Johnson 5<sup>th</sup> District  
State Senator Toni N. Harp, 10<sup>th</sup> District  
State Senator Gayle Slossberg, 14<sup>th</sup> District  
State Representative Themis Klarides, 114<sup>th</sup> Assembly District  
State Representative Stephen D. Dargan, 115<sup>th</sup> Assembly District  
State Representative Louis P. Esposito Jr., 116<sup>th</sup> Assembly District  
State Representative Paul Davis, 117<sup>th</sup> Assembly District

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## Regional Agencies

South Central Regional Council of Governments

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## Local

City of West Haven

- Mayor's Office
- Public Library
- Planning and Development Department
- Fire Chief's Office
- Conservation Commission

West Haven Economic Development Corporation

Town of Orange

- First Selectman's Office
- Public Library



- Fire Chief's Office
- Planning Commission
- Conservation Commission

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### Other Interested Parties

CSX Transportation

CT, NJ, NY Regional Plan Association

Metro North Railroad

National Railroad Passenger Corporation

Providence & Worcester Railroad

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# Appendices

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# Appendix A Correspondence

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# STATE OF CONNECTICUT

## State Historic Preservation Office

*Commission on Arts, Tourism, Culture, History and Film*

April 29, 2004

Mr. Keith A. Hall  
Environmental Planning  
ConnDOT  
2800 Berlin Turnpike  
Newington, CT

Subject: Railroad Station Alternatives  
Marsh Hill Road, Orange  
Saw Mill Road, Railroad Avenue and Hood Terrace, West Haven

Dear Mr. Hall:

The State Historic Preservation Office has reviewed the above-named project. This office notes that the Marsh Hill Road project area possesses moderate to high sensitivity for prehistoric and historic archaeological resources. Therefore, we recommend that a professional reconnaissance survey be undertaken to identify and evaluate archaeological resources which may exist within proposed project limits, including equipment storage and associated work areas. All archaeological studies must be undertaken in accordance with our *Environmental Review Primer for Connecticut's Archaeological Resources*.

In the opinion of the State Historic Preservation Office, the proposed West Haven alternative will have no effect upon historic, architectural, and archaeological resources which are listed on or eligible for the National Register of Historic Places.

No ground disturbance or construction-related activities should be initiated until this office has had an opportunity to review and comment upon the recommended archaeological survey report.

We anticipate working with ConnDOT and all interested parties in the expeditious furtherance of the proposed undertaking as well as in the professional management of Connecticut's archaeological heritage.

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

J. Paul Loether  
Deputy State Historic  
Preservation Officer

cc: Bellantoni, Standley

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INTERDEPARTMENTAL  
MESSAGE

STATE OF CONNECTICUT

<b>To</b>	NAME, TITLE J. Paul Loether, Deputy State Historic Preservation Officer	DATE October 13, 2004
	AGENCY, ADDRESS Connecticut State Historic Preservation Office, 59 South Prospect Street, Hartford, CT 06106	
<b>From</b>	NAME, TITLE James H. Norman, Manager of State Design	TELEPHONE (860) 594-3272
	AGENCY, ADDRESS Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington CT 06111	

Subject: Project No. 105-116  
West Haven/Orange Railroad Station Environmental Study

Thank you for the enclosed letter dated April 29, 2004 regarding the proposed railroad station alternatives in West Haven and Orange. As you are aware, the Connecticut Department of Transportation (ConnDOT) is currently preparing an Environmental Assessment/Environmental Impact Evaluation document that will address potential impacts associated with the two station locations.

Your letter states that the West Haven site, at Saw Mill Road, Railroad Avenue and Hood Terrace, will have no effect on historic, architectural, or archaeological resources, which are listed on or eligible for the National Register of Historic Places. Therefore, we understand that no further review of the West Haven site is warranted in accordance with Section 106 of the National Historic Preservation Act (36 CFR 800) as amended.

Your letter also states that the Orange site, at Marsh Hill Road, possesses moderate to high sensitivity for prehistoric and historic archaeological resources, and recommends that a professional reconnaissance survey be undertaken to identify and evaluate archaeological resources which may exist within the proposed project limits, including equipment storage and associated work areas. ConnDOT is committed to performing the appropriate archaeological studies as requested in accordance with your office's *Environmental Review Primer for Connecticut's Archaeological Resources* should the Orange Alternative be selected as the preferred alternative.

At this time, our proposed approach is to complete the draft EA/EIE for the project based on the record information available. To address the issue regarding further study at the Orange site, we are suggesting the following language be used in the draft EA/EIE:


*The Connecticut State Historic Preservation Office (CT SHPO) has identified the Orange site as possessing moderate to high sensitivity for prehistoric and historic archaeological resources. ConnDOT is committed to undertaking the appropriate archaeological reconnaissance surveys to identify and evaluate archaeological resources which may exist within the proposed Orange project limits, including equipment storage and associated work areas. Archaeological investigations will be conducted in accordance with CT SHPO's Environmental Review Primer for Connecticut's Archaeological Resources, and will be carried out in consultation with the CT SHPO. It is anticipated that the archaeological reconnaissance survey effort will be conducted in the spring of 2005.*

*If archaeological resources are discovered, ConnDOT will consult with the CT SHPO to evaluate the eligibility of such resources for inclusion in the National Register of Historic Places and to determine if the resources would warrant preservation in place. Additional archaeological investigations would be undertaken, if warranted, to determine the extent and significance of the resources. If discovered resources are determined eligible for the National Register, ConnDOT will further consult with CT SHPO in exploring alternatives that would avoid, minimize or mitigate project-related impacts, or would undertake data recovery.*

Following review of the draft EA/EIE and the selection of a preferred alternative, ConnDOT will complete the requested additional study prior to filing the final EA/EIE should the Orange Alternative be selected as the preferred alternative.

Please indicate your concurrence with our approach, and with the above language for use in the draft Environmental Assessment/Environmental Impact Evaluation, by signing below and returning a copy of this letter to this office. Should you have any questions on this matter, please contact our Cultural Resource Specialist, Mr. Robert S. Cless, at (860) 594-2952.

Concurrence:

  
\_\_\_\_\_

J. Paul Loether

Deputy State Historic Preservation Officer

Date:

10/18/04

Enclosure

Keith A. Hall/John E. Bernick/bac

cc: Mark D. Neri

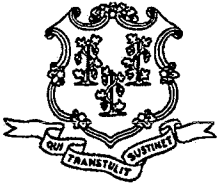
Edgar T. Hurlle – Cynthia S. Holden – Keith T. Hall

Michael W. Lonergan

James H. Norman – Transp. Princ. Engineer (Fac.) – Keith A. Hall

Jayantha Mather – Dennis M. Murphy

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STATE OF CONNECTICUT  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
ENVIRONMENTAL & GEOGRAPHIC INFORMATION CENTER

79 Elm Street, Store Level  
Hartford, CT 06106  
Natural Diversity Data Base



March 16, 2004

Ms. Lisa A. Standley  
Vanasse Hangen Brustlin, Inc.  
101 Walnut Street  
P.O. Box 9151  
Watertown, MA 02471-9151

re: Proposed Environmental Assessment  
for a New Orange Railroad Station in  
Orange, Connecticut

Dear Ms. Standley:

I have reviewed Natural Diversity Data Base maps and files regarding the area delineated on the map you provided for the proposed Environmental Assessment for a new Orange Railroad Station in Orange, Connecticut. According to our information there are State Special Concern *Terrapene carolina carolina* (eastern box turtle) in the vicinity of this property. I have sent your letter to Julie Victoria (DEP-Wildlife; 860-642-7239) for further review. She will write to you directly with her comments.

Natural Diversity Data Base information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Natural Resources Center's Geological and Natural History Survey and cooperating units of DEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

Please contact me if you have further questions at 424-3592. Thank you for consulting the Natural Diversity Data Base. Also be advised that this is a preliminary review and not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEP for the proposed site.

Sincerely,

Dawn M. McKay  
Biologist/Environmental Analyst

Cc: Julie Victoria, NDDB #13128

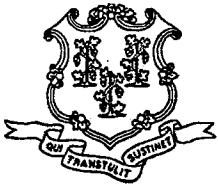
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**STATE OF CONNECTICUT**  
**DEPARTMENT OF ENVIRONMENTAL PROTECTION**  
ENVIRONMENTAL & GEOGRAPHIC INFORMATION CENTER

79 Elm Street, Store Level  
Hartford, CT 06106  
Natural Diversity Data Base



March 16, 2004

Ms. Lisa A. Standley  
Vanasse Hangen Brustlin, Inc.  
101 Walnut Street  
P.O. Box 9151  
Watertown, MA 02471-9151

re: Proposed Environmental  
Assessment for West Haven Railroad  
Station in West Haven, Connecticut


Dear Ms. Standley:

I have reviewed Natural Diversity Data Base maps and files regarding the area delineated on the map you provided for the proposed Environmental Assessment for West Haven Railroad Station in West Haven, Connecticut. According to our information, there are no extant populations of Federal or State Endangered, Threatened or Special Concern Species in the vicinity of this project site.

Natural Diversity Data Base information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Natural Resources Center's Geological and Natural History Survey and cooperating units of DEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

Please contact me if you have further questions at 424-3592. Thank you for consulting the Natural Diversity Data Base. Also be advised that this is a preliminary review and not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEP for the proposed site.

Sincerely,

  
Dawn M. McKay  
Biologist/Environmental Analyst

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STATE OF CONNECTICUT  
DEPARTMENT OF ENVIRONMENTAL PROTECTION



March 24, 2004

Ms. Lisa A. Standley  
Vanasse Hangen Brustlin, Inc.  
101 Walnut Street, P. O. Box 9151  
Watertown, MA 02471-9151

re: Environmental Assessment, New Orange RR Station, Orange

Dear Ms. Standley:

Your request was forwarded to me on 3/22/04 from Dawn McKay of the Department of Environmental Protection's (DEP) Environmental and Geographic Information Center (EGIC). Their records indicate that a state species of special concern, the Eastern box turtle (*Terrapene carolina*) has been documented in the vicinity of this project.

Eastern box turtles require old field and deciduous forest habitats, which can include power lines and logged woodlands. They are often found near small streams and ponds, the adults are completely terrestrial but the young may be semiaquatic, and hibernate on land by digging down in the soil from October to April. They have an extremely small home range and can usually be found in the same area year after year. This species is dormant from November 1 to April 1. It has been negatively impacted by the loss of suitable habitat. Box turtles are slow growing long-lived species with low reproductive capacity. The loss of adult turtles from road mortality and incidental kill associated with developmental clearing can have significant impacts on the population.

If this work will be conducted in any box turtle habitat, the Wildlife Division recommends that a herpetologist familiar with the habitat requirements of this reptile conduct surveys. A report summarizing the results of such surveys should include habitat descriptions, reptile species list and a statement/resume giving the herpetologist's qualifications. The DEP doesn't maintain a list of qualified herpetologists. A DEP Wildlife Division permit may be required by the herpetologist to conduct survey work, you should ask if your herpetologist has one. The results of this investigation can be forwarded to the Wildlife Division and, after evaluation, recommendations for additional surveys, if any, will be made.

Please be advised that the Wildlife Division has not made a field inspection of the project nor have we seen detailed timetables for work to be done. Should state permits be required or should state involvement occur in some other fashion, specific restrictions or conditions relating to the species discussed above may apply. In this situation, additional evaluation of the proposal by the DEP Wildlife Division should be requested. Consultation with the Wildlife Division should not be substituted for site-specific surveys that may be required for environmental assessments. The time of year when any work will take place will affect these species if they are present on the site when construction is scheduled. Thank you for the opportunity to comment.

Sincerely,

Julie Victoria  
Wildlife Biologist  
Franklin Swamp Wildlife Management Area  
391 Route 32  
N. Franklin, CT 06254  
phone: 860-642-7239

cc: D. McKay - 13128

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# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

New England Field Office  
70 Commercial Street, Suite 300  
Concord, New Hampshire 03301-5087

April 27, 2004

Reference:	<u>Project</u>	<u>Location</u>
	Commuter Rail Station	West Haven, Orange, CT
	Dean Street bridge improvements	Providence, RI

Lisa Standley  
Susan Moberg  
Vanasse Hangen Brustlin  
101 Walnut St.  
P.O. Box 9151  
Watertown, MA 02471

Dear Ms. Standley and Ms. Moberg:

This responds to your recent correspondence requesting information on the presence of federally-listed and/or proposed endangered or threatened species in relation to the proposed activity(ies) referenced above.

Based on information currently available to us, no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required.

This concludes our review of listed species and critical habitat in the project location(s) and environs referenced above. No further Endangered Species Act coordination of this type is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

Please note that we received two letters from VHB concerning the proposed railroad station in West Haven/Orange (40848-00). This reply covers both of those inquiries.

Thank you for your coordination. Please contact us at 603-223-2541 if we can be of further assistance.

Sincerely yours,

Michael J. Amaral  
Endangered Species Specialist  
New England Field Office

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# **Appendix B Box Turtle Habitat Assessment**

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**Memorandum**

To: Lisa Standley, VHB  
Dean Gustafson, VHB

Date: November 1, 2004

Project No.: 40848.00

From: Eric L. Rulison, Environmental Scientist

Re: Potential Eastern Box Turtle Habitat  
Assessment  
Proposed Orange Site  
West Haven/Orange Railroad Station  
Environmental Assessment  
/Environmental Impact Evaluation

---

**Introduction**

On March 24, 2004, the Connecticut Department of Environmental Protection (CTDEP) requested an additional assessment be made of potential eastern box turtle (*Terrapene carolina carolina*) habitat at the Site of the proposed Orange railroad station. A VHB environmental scientist, familiar with the herpetofauna of New England, conducted the assessment for potential box turtle habitat on October 13, 2004. The time of year of the visit made chances of direct visual observation unlikely. However, cover types, microhabitat communities, and indirect evidence of the presence of the eastern box turtle were used to determine the presence of habitat. Box turtle occurrences are documented by the Connecticut Department of Environmental Protection Wildlife to occur proximal to the Site, approximately one-half mile downstream and upstream along the Oyster River from the Orange Site.

**General Box Turtle Life Requirements**

The eastern box turtle is found in both dry and moist woodlands, brushy fields, marshes, bogs, stream banks, and well-drained bottomlands, particularly in areas with large amounts of woody debris. It spends the majority of its life cycle using upland habitat, but will use wetland habitats for summer dormancy (aestivation), foraging, overwintering and to avoid extreme summer temperatures. Females usually lay four or five eggs in well-drained soils in hay fields, gardens, lawns, and other open areas. Nesting occurs between May and July, and hatchlings emerge in September. The hatchlings may overwinter in the nest and emerge the following spring. Immediately after hatching, the juveniles leave the nest and burrow in mud or sphagnum moss of a nearby marsh or pool. Juveniles tend to stay in wooded areas that provide dense cover to reduce the risk of predation. Therefore, juvenile box turtle habitat is more specific than adult box turtles. In late fall (September-October) they move back towards their overwintering location, which may be the same as their aestivation location. They emerge from overwintering in early spring (April-May). Box turtles typically bask and forage in the morning hours and spend the hottest part of the days under cover to protect them from the heat.

Because the box turtle is a habitat generalist, it is not feasible to definitively map habitat for this species. Further complicating the task is that habitat is often chosen by micro-components that affect habitat structure such as moisture, pH, or soil chemistry rather than vegetational communities. Box turtles may choose different habitats for different times of the day and year or may find acceptable habitat based on existing environmental conditions.

### Study Area

The 30-acre subject Site is near the Interstate 95/Marsh Hill Road interchange. Land surrounding the Site has been extensively developed primarily for commercial and industrial uses, leaving relatively small, fragmented areas of woodland. To the west, a small group of residences and industrial developments exist. The eastern portion of the Site is dominated by a relatively narrow riparian corridor associated with the Oyster River, which flows south along the Site boundary and through a culvert under the existing New Haven Line, which forms the Site's southeast boundary. A moderate band of mature forest forms the riparian area associated with the stream. The remainder of the Site is in varied stages of succession. Industrial development borders the site to the north and south.

### Methodology

The study occurred in the fall when box turtles typically start to become inactive and move toward overwintering Sites. The northern portion of the Site (north of the 12-foot high fence that bisects the Site) was investigated using a zigzag inspection pattern to allow observation of the entire Site. The portion of the Site south of the 12-foot high fence was not accessible, so a windshield survey was conducted from the end of Salemme Drive. In both cases, cover-type descriptions and the presence of natural litter, and woody debris were noted. The presence or absence of these features was then used to determine the presence of suitable box turtle habitat based upon known habitat preferences of this species.

### Observations

The vegetation habitats identified on Site range from a disturbed open field to early successional forest to mature forest communities. The open field community is vegetated with a variety species including goldenrod (*Solidago* sp.), *Poa* sp., autumn olive (*Elaeagnus umbellata*), multiflora rose (*Rosa multiflora*), and *Rubus* sp. This area is small in size and generally occurs in the central portion of the Site near the adjoining industrial development to the south. This area potentially provides foraging, basking and possibly nesting habitat.

Through the middle of the Site, running east to west is an approximately 30-foot wide mowed grass field, classified as disturbed open field that increases in width to the east. This appears to be maintained as part of an easement. The grass at the time of visit was a foot high and the area continues until it reaches the bank of the Oyster River. The southern boundary of this area is bound by a 12-foot chainlink fence. This area potentially contains foraging and basking habitat for adult turtles. In addition, it is in close proximity to shrubs, woody debris and leaf litter for cover. Juvenile turtles will probably avoid this location due to the increased risk of predation.

The early successional forested habitat is dominated by quaking aspen (*Populus tremuloides*), red oak (*Quercus rubra*), Norway maple (*Acer platanoides*), pignut hickory (*Carya glabra*), black cherry (*Prunus serotina*), multiflora rose (*Rosa multiflora*), and oriental bittersweet (*Celastrus orbiculatus*). This cover type is located in the central and south parts of the Site. The early successional area has openings that contain autumn olive (*Elaeagnus umbellata*), multiflora rose (*Rosa multiflora*) and herbaceous species. This occurs throughout most of the northwest portion of the cover type. The area contains some down woody debris and leaf litter but not in abundance. This area potentially provides foraging and basking habitat, with some shelter. The northern portion of this habitat also includes an old apple orchard. The orchard understory provides cool, less humid habitat providing a cool microclimate. However, this area lacks shelter and cover since it only contains a few woody piles and lacks groundcover.

The mature forest habitat is dominated by upland species intermixed with disturbed wetland habitats in the western end of the Site and also along the west side of Oyster River and bordering

wetlands. This more developed upland community is dominated by red oak (*Quercus rubra*), black oak (*Quercus nigra*), pignut hickory (*Carya glabra*), shag bark hickory (*Carya ovata*), black cherry (*Prunus serotina*), multiflora rose (*Rosa multiflora*), and oriental bittersweet (*Celastrus orbiculatus*). The riparian zone contains a relatively steep slope made of loose sand, loam and other fill materials. Burrowing to escape from extreme weather would be possible for box turtle, based on the numerous amounts of old dens that were observed. The slopes also have woody debris and leaf litter for additional shelter. This area along with the mature forest habitat near Salemme Street contains abundant amount of leaf litter and woody debris, and unlike the majority of the other portions of the Site, contains vegetational strata. Although the mature forest near Salemme Street provides potential shelter habitat and possible nesting sites in the residential lawns, the mature forest adjoining the Oyster River is potentially the most useful upland habitat on the Site. This habitat provides overwintering and aestivating locations, foraging, shelter, microclimates for thermoregulation, and is in close proximity to wetland habitat and grass fields for basking and nesting.

The Oyster River and adjacent forested wetlands flow north to south in the northeast portion of the Site. The stream is approximately five to eight feet wide and contains a sandy substrate. The water is varied in depth from three inches to greater than five inches. Some mud and rock islands were present in wider portions of the stream. The adjacent wetland provides moist organic soil, with a relatively heavy shrub layer. An over story of trees also is present. Leaf litter and woody debris was observed throughout this area. This area potentially provides foraging, thermoregulating, aestivation, and overwintering habitat.

### **Conclusions**

This Site has many barriers such as rock walls and 12-foot high chain-link fence, roadways, rail lines and developed land isolating this Site from adjacent land. The only wildlife corridor that appears to be available for wildlife to move upstream or downstream is the Oyster River riparian zone. Even this corridor is segmented by a 12-foot high chain-link fence that crosses the river below the mean annual high water line.

The majority of the good year round habitat is in the northeastern portion of the Site associated with the mature forest and riparian wetland area bordering Oyster River. This area contains an abundance of vegetation, leaf litter and woody debris to provide overwintering, aestivation, thermoregulation and foraging habitat. For instance, during the hot summer, the Oyster River and its wetlands provides shallow water and moist soil conditions that maintain correct body temperature. These areas are also in close proximity to the mowed grass area for possible basking and foraging habitat and nesting locations.

Although the remainder of the Site may provide suitable habitat, it is to a lesser degree. Most of the areas only provide a few types of habitats such as foraging and cover, rather than being able to satisfy the seasonal needs of the turtles.

Overall, the Site potentially provides suitable habitat for box turtles, serving specific habitat needs of transient individuals and perhaps supporting a small population. The area is small and isolated, possibly forcing turtles to move offsite to further fulfill life requisites such as nesting. An additional survey is recommended during early summer when the turtles are active to determine if in fact a population of box turtles exists on Site and what extent of the Site is being used by these turtles.

## **Herpetofauna List**

### **For the Proposed Orange Connecticut Railroad Station Site, Orange Connecticut**

**This list is of potential species. Since the visit was in the fall most of these species were not active.**

Northern redback salamander	<i>Plethodon cinereus</i>
Eastern American toad	<i>Bufo americanus</i>
Fowler's toad	<i>Bufo fowleri</i>
Gray treefrog	<i>Hyla versicolor</i>
Green frog	<i>Rana clamitans</i>
Wood frog	<i>Rana sylvatica</i>
Pickerel frog	<i>Rana palustris</i>
Common snapping turtle	<i>Chelydra serpentina</i>
Eastern box turtle	<i>Terrapene carolina</i>
Common musk turtle	<i>Sternotherus odoratus</i>
Northern water snake	<i>Nerodia sipedon</i>
Northern brown snake	<i>Storeria dekayi</i>
Common garter snake	<i>Thamnophis sirtalis</i>



## Credentials

### **Eric L Rulison**

#### **University of New Hampshire**

Bachelor of Science in Wildlife Management, with a minor in Wetland Ecology. 2000

#### **Projects**

Contributed to a large-scale, multi-species study along the New Bedford / Fall River Commuter Rail Extension Project Corridor for the Massachusetts Bay Transportation Authority.

- Completed extensive vernal pool investigations and evaluated the amphibian pitfall capture data.
- Used turtle trapping and/or radio telemetry to study spotted turtle (*Clemmys gutatta*), box turtle (*Terrepenne carolinia*), four-toed salamander (*Hemidactylum scutatum*), and blue-spotted salamander. (*Ambystoma laterale*) habitat and movement patterns.

Participated in the Missisquoi Bay Bridge Replacement in Vermont, utilizing radio telemetry to study the ecology of spiny softshell (*Apalone spinifera*) and map turtles (*Graptemys geographica*.)

- Using standard hoop traps and more direct methods captured female softshell turtles to radio tag and pit tag.
- Using the radio telemetry determination of seasonal movements and behavior including: hibernacula locations; entrance and exit of over-wintering Sites, over-wintering movement, habitat use, and effectiveness of temporary basking platforms, baseline knowledge was developed on this population.

Participated in a post-construction study of spotted turtles (*Clemmys guttata*) in Carver, Massachusetts to determine whether usage of culverts to access adjacent known habitat after the construction of a roadway bisected the habitat types.

- Used radio telemetry to determine post construction habitat use and movement patterns.
- Used thread bobbins to determine and map exact movement patterns and provide visual evidence of culvert use.

Mapped Four-Toed Salamander (*Hemidactylum scutatum*) nesting habitat in Palmer Massachusetts, to prevent direct and indirect impacts habitat.

#### **Other Experience**

Lamprey River Advisory Committee Epping, NH Researcher

- Trapped and monitored Blanding's (*Emys blandingii*) and wood turtles (*Glyptemys insculpta*) using radio telemetry.
- Prepared research paper describing their ecological behavior as part of the Wild and Scenic River Study.

University of New Hampshire Durham, NH Research assistant

- Assisted a professor and a graduate student with predation studies.
- Sampled and collected predacious ranging from macroinvertebrates to newts and tadpoles from a variety of wetlands throughout southern New Hampshire.

## **Publications**

*Prime Wetland Assessment of Pelham NH; Senior Project, University of New Hampshire, 1999*

Contributor, *Diving Into Wicked Big Puddles: A Vernal Pool Resource Kit for Educators*

- Species account of the Predacious Diving Beetle
- Developed slide show for teachers

## **Professional Affiliations**

The Society for the Study of Amphibians and Reptiles,  
The Herpetologists' League,  
The Society of Wetland Scientists  
Chelonian Conservation and Biology



# Appendix C

## Index to Public Comments

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### Elected Officials

1. State Representative James Amann, Speaker of the House
2. State Representative James Amann, Speaker of the House
3. Representative Paul Davis, Representative Themis Klarides, Representative Stephen Dargan, Representative Louis Esposito, Senator Harp, Senator Gayle Slossberg, and Senator Joseph Crisco (joint letter)
4. Representative Paul Davis, Representative Stephen Dargan, Representative Louis Esposito, Senator Harp, and Senator Gayle Slossberg (joint letter)

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### Federal Agencies and Tribes

5. Federal Highway Administration
6. Department of the Interior

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### State Agencies

7. CT Department of Environmental Protection
8. CT Department of Public Health, Drinking Water Section
9. CT Office of Policy and Management
10. Governor's Bayer Reuse Commission, CT Department of Economic and Community Development
11. CT State Historic Preservation Office

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### Municipalities

12. City of West Haven, Office of the Mayor, Chief of Staff
13. City of West Haven, Homeland Security Coordinator

---

### Other Interested Parties

14. South Central Regional Council of Governments

15. Dichello Distributors
16. West Haven Train Station Committee
17. Metro-North Railroad
18. Metro-North Railroad – Signals

---

### Private Citizens

19. Robert Brown
20. David Carmody
21. Tom Conroy
22. Frank M. DiLieto Jr.
23. George Finley
24. Denise Sabal
25. Scott Tietjen

---

### Transcript 1, Orange 11 December 2006

1. James Zeoli, First Selectman
2. Paul Davis, State Representative
3. Joe Crisco, State Senator
4. Gayle Slossberg, State Senator
5. Joe Blake
6. Mitch Goldblatt, Selectman
7. David Carmody
8. Joe Blake
9. Thomas Tupka
10. Rudy Zimmermann
11. Sylvan Shemitz
12. Paul Grimmer
13. John Stafstrom
14. Glen Farber
15. Ron Arbour

16. George Finley
17. Chris LaViola
18. Joe Blake

---

**Transcript 2, West Haven 14 May 2006**

1. John Picard, Mayor
2. Steve Dargan, State Representative
3. Paul Davis, State Representative
4. Louis Esposito, State Representative
5. Gayle Slossberg, State Senator
6. Bob Rosenberg
7. James Burns, Office of the Mayor
8. Ron Quagliani, Chief of Police
9. Marc Gallucci
10. Michael Mercuriano
11. Eileen Buckheit
12. Stuart Arotsky
13. Sid Gale
14. Gary Perdo
15. Jim Peccerillo
16. Nancy Rossi
17. Martin DeGrand
18. Linda Ungerleider
19. Alex Ungerleider
20. Paul Frosolone
21. Patricia Herbert
22. Jim Shapiro
23. William Johnson, Fire Department Chief
24. Michelle Matteo
25. Paul Kaplowe
26. Mary Head

27. Sharon Spaziani
28. Scott Tietjen





# Appendix D

## Responses to Comments

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Appendix D of the FEIE provides responses to the written and verbal comments received on the DEA/DEIE. A total of 25 comment letters were received from elected officials, federal and state agencies, municipalities, non-governmental organizations, and residents of the study area. In addition, two public hearings were held on the DEA/DEIE. The first hearing was held on December 11, 2006 at the High Plains Community Center in the Town of Orange. Sixteen persons spoke at that hearing. The second hearing was held on December 14, 2006 at the Savin Rock Conference Center in the City of West Haven. Twenty-eight persons spoke at that hearing. Transcripts of the public hearings are available and on file at:

The Connecticut Department of Transportation  
Office of Environmental Planning  
Room 2155  
2800 Berlin Turnpike  
Newington CT 06131-7546

Each written comment received and the public hearing transcripts were carefully reviewed by the FEIE team. Comment letters and hearing transcripts are provided in Appendix E, F, and G of this Final EIE. The majority of persons, agencies, and entities that commented on the DEA/DEIE through written or verbal comments focused on several common themes, such as the need for the station and the benefits each station would bring its respective jurisdiction. Responses addressing the major issues identified through the written and verbal public comments are provided below.

Appendix E, which contains copies of each written comment submitted to ConnDOT, also includes responses to comments not addressed below. Each individual written comment is numbered to correspond with the appropriate response. Paragraphs containing substantive comments were bracketed and labeled. Responses to each comment with corresponding labels are found after each letter.

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## Issue A

Since the DEA/DEIE, Bayer has announced it is vacating its Orange campus. Considering this loss, selecting Orange as the site of a new commuter rail station has additional benefits not addressed in the environmental document. Bayer's departure will result in a loss of both jobs and municipal taxes. A new station in Orange will act as a

catalyst for economic development, which will help to fill the void left by Bayer by attracting a new business or businesses to the site. Therefore, the potential benefits associated with the economic development spurred by the station in Orange are considerably more significant than stated in the DEA/DEIE. In light of this new situation, Orange has more demonstrated need for a station than West Haven. Furthermore, a station in Orange would generate greater regional economic benefits.

**Response:** Both build alternatives offer potential for positive economic impacts to the region through the development and redevelopment of properties near the proposed station sites. The potential economic effects of the proposed stations are just one of many factors taken into account during the site-selection process. While the dynamics associated with the Orange station site may have changed since the publication of the DEA/DEIE, a number of other factors considered in the site selection process support ConnDOT's selection of the West Haven site as the preferred alternative.

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## Issue B

Both the proposed West Haven and Orange stations should be constructed. The DEA/DEIE found that neither of the proposed station locations would result in serious environmental impacts. The study does show that both of the stations are capable of producing important benefits, such as reducing VMT traveled on the congested I-95 corridor, attracting new transit riders, and reducing fuel consumption. Although the benefits of each individual station are not cumulative if both stations are built, adding two new stations will maximize regional benefits. Furthermore, neither station on its own is capable of sufficiently relieving the unmet parking demand at the Milford and New Haven stations.

**Response:** Both of the build alternatives evaluated in this DEA/DEIE are compelling projects; they each offer benefits to the region without causing major environmental impacts. Although building both stations would provide the maximum benefits to the region based on the alternatives presented in the DEA/DEIE, funding is only available for one station at this time. For this reason, ConnDOT has selected to pursue the West Haven station. Constructing the West Haven station will enable ConnDOT to improve access to the New Haven Line in the vicinity of the

overburdened Milford and New Haven stations – which fulfills the purpose and need of this project – while also investing in other crucial transportation projects. This strategy will enable the State to maintain a balanced transportation system. Between the two build alternatives, the West Haven site provides the greatest benefits for the State and the local population.

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## Issue C

The proposed West Haven site consists of several parcels containing brownfields. Redevelopment of these brownfields should be prioritized over constructing undeveloped greenfields at the proposed Orange site. Choosing to redevelop brownfields has several benefits over developing a greenfield site: reusing previously developed land has less impact on the environment, redeveloping brownfields can improve the environment by mitigating any hazardous waste or contamination left at the site, and reusing brownfields can take advantage of existing infrastructure. Therefore, the West Haven site should receive priority during the selection of the new station location.

**Response:** ConnDOT has selected West Haven as the preferred alternative. Although the benefits of redeveloping brownfields are secondary to the purpose and need of this project, the environmental impacts associated with brownfield were taken into consideration during the site selection process. The mitigation of hazardous materials and the redevelopment of abandoned brownfield properties can provide additional environmental benefits to West Haven.

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## Issue D

Although a new commuter rail station would provide some benefits, the anticipated benefits do not justify spending large amounts of public funds to construct either of the stations. Taxpayers should not have to burden such a high cost without stronger expectations of regional economic and transportation benefits.

**Response:** The cost of constructing a new commuter rail station is significant, which is part of the reason the site selection process evaluates the alternatives in such depth. Although building a new station will be a major investment for the State, the cost of not

maintaining and improving the state transportation network as Connecticut's population and economy grows would be even more costly. Currently the New Haven and Milford rail stations cannot meet existing demand for transit commuters. Turning people away from public transit will drive them onto congested roadways or into other communities. Additionally, keeping Connecticut's economy strong and attractive depends on having adequate transportation facilities to support businesses. No one transportation project, such as this commuter rail station, will be able to guarantee adequate transportation and a healthy economy on its own, but making these types of improvements throughout the transportation network are vital to regional economic development and management of transportation resources. The selected West Haven station also has the benefit of inducing redevelopment and economic growth within the proximity of the new station.

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## Issue E

Orange should be selected for the new commuter rail station based on the public-private development partnership proposed by Dichello Distributors, which was not accounted for in the DEA/DEIE. Dichello's proposal will help reduce the amount of public funds required for construction of the station by privately building the parking associated with the station. Additionally, Dichello's proposal would not require the acquisition of any properties through eminent domain, which will save both project costs and unnecessarily upsetting current tenants and landowners. Instead of constructing a new access road, the Dichello plan calls for widening and lengthening Salemme Lane as the primary access point to the station, which would take advantage of existing infrastructure. Building the station through a private-public partnership would also provide the project with a higher level of flexibility. For instance, the privately-owned parking would be scalable, Dichello plans to start with 1,000 spaces and then expand its capacity to up to 2,000 spaces over time as demand warrants. Finally, this partnership would ensure that the surrounding area, including portions of the Bayer campus, were actively redeveloped to make them as attractive to new tenants as possible.

**Response:** Public-private partnerships have the potential to be important tools for reducing State and taxpayer costs in the construction of major State projects. Although the Dichello plan is an innovative and attractive proposal, the cost of the projects and

their economic development potential are only two of the variables considered in the DEA/DEIE. Despite the potential benefits of the Dichello proposal, the West Haven site better meets the need and purpose of this project, making it the preferred alternative.

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## Issue F

Although the DEA/DEIE identifies expected environmental impacts associated with the construction of a new rail station, once a site is selected, several additional environmental concerns will need to be addressed during the design and construction of the station according to Connecticut Department of Environmental Protection (DEP) policy. For example, the unavoidable nature of disturbing inland wetlands would need to be documented more clearly during the permitting process; stormwater management is not typically accepted as compensation for unavoidable wetland impacts under CT General Statutes; DEP's typical recommendation for treatment of stormwater for the parking structures should be followed during structure design; and, DEP recommends using construction equipment with air pollution control devices or that use "clean" fuel. Additionally, if the West Haven site is selected, further evaluation of hazardous materials and contaminated soils would be required, including Task 210 Subsurface Investigations.

**Response:** Since the Orange site was not selected no wetland impacts will occur, therefore wetland mitigation will not be required. Now that the West Haven site has been selected, ConnDOT will begin the final design of the station. During the final design and construction of the station, ConnDOT will follow all DEP regulations to ensure the construction conforms to state law and has a minimal effect on the environment. Additionally, Task 210 Subsurface Investigations will be conducted for the 15 properties identified with a moderate or high risk of having hazardous waste or contamination at the West Haven site. Any contaminated media would be compared to the DEP Remediation Standard Regulations (RSRs) for regulatory compliance. Impacted soils identified will be excavated in conjunction with demolition activities and transported off site by a licensed hauler to a licensed disposal facility. A comprehensive hazardous materials inspection will also be conducted on all structures prior to demolition activities in accordance with National Emissions Standards for Hazardous Pollutants (NESHAPS) protocol.

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## Issue G

The DEA/DEIE fails to correctly estimate the transportation impacts associated with placing a station in West Haven or Orange. The study estimates each of the station's effects on vehicle miles traveled, fuel consumption, and transit ridership. In general, the positive impacts—reductions in VMT and fuel consumption and increases in transit use—are underestimated. The reduction in VMT from new commuters is estimated to be seven miles, but this estimate only includes VMT up to the Fairfield County line even though many new commuters would be traveling to New York City. If new commuters' total trip VMT reduction was accounted for, the stations would contribute to a larger fuel savings than reported. The increase in ridership is also too low. From 1995 to 2000, transit use in Connecticut increased 47 percent. Considering the economic development projects planned for the rail corridor (Bridgeport, Stamford, etc.), this increased transit use trend is expected to continue, which would result in more riders using either the West Haven or Orange stations than accounted for in the study. On the other hand, the ridership estimate for Orange may now overestimate use of the station. Based on the announced departure of Bayer, a major employer at the Orange site, the Orange ridership estimate is no longer valid.

**Response:** In the preparation of a DEA/DEIE, it is important to not overstate the potential benefits of a project. It is the responsibility of such a document to look at all available data and make a realistic assessment of its impact. Once a project is finished and in operation, it may generate greater benefits than estimated, but the prediction of benefits must be based on current data. Therefore, the benefit estimates for both stations provide the most reasonable picture of what the region can expect from a new commuter rail station.

Estimates for the new transit trips took into account recent trends in transit use. The estimates provided in the DEA/DEIE for the reduction in VMT and fuel consumption are conservative, which is noted in the document. First, these two variables only address new transit trips and do not include VMT reductions and fuel savings for trips diverted from the New Haven and Milford stations. Second, the reduction in VMT does not include miles traveled past the Fairfield County line. This methodology of calculating VMT reductions is conservative because some commuters will travel farther distances than the county line. Although VMT reductions will likely be greater than the DEA/DEIE state, the total reduction



of VMT for new transit riders is unknown because the final destinations of these riders are unknown. Since it is assumed that anyone switching to train for transportation is traveling at least to the Fairfield County line, this is the most accurate distance that could reasonably be determined without overestimating the benefits of these projects. While the total VMT reductions and fuel savings may be conservative, this method still provides an accurate means for comparing the benefits of the two build alternatives by showing which project would yield the greater results.

Transit ridership was evaluated in several different ways in the DEA/DEIE. Much of the transit ridership analysis focused on inbound morning trips, which would originate at the new station and terminate at New York City's Grand Central Terminal. The loss of Bayer would likely not affect these trips. In general, the primary purpose of the project is to accommodate people commuting from this region towards Stamford and New York.

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## Issue H

Connecticut state law (Public Act 06-136, Section 2b) requires ConnDOT to plan and implement two commuter rail stations between New Haven and Milford. Therefore, the DEA/DEIE should not be used to decide between the two proposed sites, but ConnDOT should follow the state law and endorse building stations in both West Haven and Orange.

**Response:** Public Act 06-136 requires that "the Commissioner of Transportation shall implement the following strategic transportation projects and initiatives:...(4) Developing a new commuter rail station between New Haven and Milford." (Section 2) The Act also requires that "the commissioner shall evaluate and plan the implementation of the following projects:...(5) Developing a second rail passenger station between New Haven and Milford." (Section 2b) The Act does not say that the Commissioner must implement a station in West Haven and Orange. The current site selection process is faithfully following the state law. The first station is in the federally- and state-mandated process that is required before construction of a station can start. As part of that process, a second station location is also under evaluation.

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## Issue I

Based on the Conservation & Development Policies Plan for Connecticut, West Haven should receive priority for development. The DEA/DEIE correctly notes that within the 1998-2003 State Plan of Conservation and Development, the Orange site is within a Growth Area and the West Haven site is within a Neighborhood Conservation Area. However, in the most recent version of the Plan (2005-2010), the West Haven site is now classified as within a Regional Center. The 2005-2010 Plan identifies an order for priority of development, where Regional Centers rank above Growth Areas. Therefore, although siting a station in either West Haven or Orange would be consistent with the State's development goals, selecting West Haven would be the preferred location with regards to Plan consistency.

**Response:** Both of the proposed projects meet the State's development goals according to the 2005-2010 Conservation & Development Policies Plan for Connecticut. The DEA/DEIE is designed to provide a more detailed evaluation of each project alternative to make sure that the most appropriate site is selected in terms of environmental impacts. This robust site selection process ensures that the State's development goals are met without causing any major environmental harms, which would be against the State's interest. Since there is local, regional, and state support for prioritizing the West Haven station, and no major environmental flaws were found with this site, ConnDOT is recommending that the West Haven station be constructed. This station will be fully consistent with the State's development plan.

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## Issue J

On December 19, 2001, SCRCOG passed a motion recommending "that the West Haven site is the SCRCOG preferred site to be developed as a new commuter rail station and that the Orange site be considered for a future site, as demand for additional parking and service is needed." Only in the event of ConnDOT discovering a fatal flaw with the West Haven site did SCRCOG recommend moving forward with the Orange site first. SCRCOG reaffirmed this resolution on June 28, 2006. Since the DEA/DEIE did not find a fatal flaw with the West Haven site, ConnDOT should respect this regional decision and confirm the selection of the West Haven station and endorse the later construction of the Orange station.

**Response:** ConnDOT has selected the West Haven site as the preferred alternative consistent with SCRCOG's recommendation. Although SCRCOG had recommended the West Haven site as early as 2001, both state and federal law mandates a strict review process for projects with potential environmental impacts, such as the construction of a new commuter rail station. Both the National Environmental Policy Act of 1969 (NEPA) and the Connecticut Environmental Policy Act (CEPA) require a detailed written evaluation of a proposed project's environmental impact before the lead agencies decide to undertake or approve a project. Since the requirements of these two review processes are similar, the NEPA Environmental Assessment (EA) and the CEPA Environmental Impact Evaluation (EIE) have been combined into a single analysis. According to CEPA, two of the mandatory components of an EIE are a description and analysis of the reasonable alternatives to the proposed action as well as a discussion of the potential environmental impact of the identified alternatives. Although the West Haven site has already been selected by SCRCOG and endorsed by the governor and local officials, this environmental review, including an alternatives analysis, is required before ConnDOT and the FTA can legally pursue any action and receive federal funds. This process acts as an important check on major projects, ensuring that the best project is advanced and harm to the environment is minimized. A careful and deliberate environmental review of the proposed action and reasonable alternatives can be a lengthy process, but it is a process that conforms to federal and state regulations. Furthermore, it ensures no important factors, such as major environmental impacts, were overlooked during the local and regional selection process. Since the West Haven site best meets the purpose and need of this project, ConnDOT is selecting West Haven as the preferred alternative.

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## Issue K

The DEA/DEIE underestimates the extent of the impact the Orange station would have on the habitat of the Eastern Box Turtle, a threatened species in Connecticut. A study of the turtles in the vicinity of the proposed Orange station was made during the winter, a period of low turtle activity. To accurately assess the impact development will have on the turtles, multiple surveys will need to be conducted during their active period (April to September). The results of this more extensive examination may find that additional mitigation factors are required to offset damage to the turtle habitat caused by construction.

**Response:** Since the West Haven site has been selected, there will be no impact to the habitat of the Eastern Box Turtle as a result of this project.

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## Issue L

From either a land-use or transportation perspective, West Haven is the preferable site. Comparing the two proposed sites reveals that many of the essential characteristics favor West Haven: it is closer to I-95; it is closer to high-density residential areas; it is more accessible by walking, biking, and public transit; and, it is closer to employment centers.

**Response:** Based on the benefits and lack of negative impacts associated with the West Haven station identified in the DEA/DEIE, including those mentioned in the public comments, the West Haven site best meets the purpose and need of the project. Therefore, ConnDOT has selected West Haven as the preferred alternative

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## Issue M

The DEA/DEIE does not fully account for the secondary impacts the construction of the roadway network will have on the local road network. Many of the routes that will be used to access the proposed Orange station include roads that are incapable of handling traffic increases. Specifically, Lambert Road, Orange Center Road, Oxford Road, and Indian River Road are either too narrow or will become overly stressed by commuting traffic. Additionally, the new station would attract increased traffic through six school zones, posing dangers to children.

**Response:** Since the West Haven station has been selected for construction, the new station will not have any significant impacts on the local Orange roadway network, including the specific roadways and school zones identified in the public comments. The DEA/DEIE contains a detailed analysis of the potential effects of both stations on local roadways. This analysis is based on a Level of Service (LOS) evaluation for signalized and nonsignalized intersections around each of the station sites. Intersection LOS was used rather than roadway LOS because intersections generally constrain a road network's vehicle capacity before a roadway's

characteristics constrain its capacity. In other words, intersections are the limiting factor in how many vehicles can use a roadway, not the characteristics of the roadway. During the final design of the West Haven station, the Connecticut State Traffic Commission (STC) will be engaged to ensure any secondary transportation impacts are appropriately mitigated. The STC will not issue a permit required for construction unless the effects of a major traffic generator, such as a commuter rail station, are addressed through improvements to the effected roadway network.

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## Issue N

The Milford and New Haven rail stations do not have the capacity to fully serve the West Haven and Orange transit-commuter markets. An additional station (or stations) is required to alleviate the parking demand at these existing facilities. Additionally, public transportation service does not adequately connect these two communities to the existing rail stations, making it very difficult to commute entirely by public transportation.

**Response:** Based on the findings of the DEA/DEIE, ConnDOT has selected the West Haven site as the best alternative to meet the purpose and need of the project. Building a station in West Haven will help alleviate demand at the Milford and New Haven stations by adding approximately 1,100 new parking spaces for rail commuters. Additionally, the West Haven station is designed to accommodate local public buses; CT Transit bus service will serve the new station, enhancing local residents' opportunities for commuting completely by transit.

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## Issue O

There is local, regional, and state consensus that the West Haven station should be pursued first. Why, when decision makers at all levels agree, is ConnDOT deciding between West Haven and Orange? Furthermore, there has been agreement regarding locating the West Haven station for years, so why is the process taking so long?

**Response:** Federal and state law mandates a strict review process for projects with potential environmental impacts, such as the construction of a new commuter rail station. Both the National Environmental Policy Act of 1969 (NEPA) and the Connecticut

Environmental Policy Act (CEPA) require a detailed written evaluation of a proposed project's environmental impact before the lead agencies decide to undertake or approve a project. Since the requirements of these two review processes are similar, the NEPA Environmental Assessment (EA) and the CEPA Environmental Impact Evaluation (EIE) have been combined into a single analysis. According to CEPA, two of the mandatory components of an EIE are a description and analysis of the reasonable alternatives to the proposed action as well as a discussion of the potential environmental impact of the identified alternatives. Although the West Haven site has already been selected by SCRCOG and endorsed by the governor and local officials, this environmental review, including an alternatives analysis, is required before ConnDOT and the FTA can legally pursue any action and receive federal funds. This process acts as an important check on major projects, ensuring that the best project is advanced and harm to the environment is minimized. A careful and deliberate environmental review of the proposed action and reasonable alternatives can be a lengthy process, but it is a process that conforms to federal and state regulations. Furthermore, it ensures no important factors, such as major environmental impacts, are overlooked during the local and regional selection process. Based on the findings of this process, ConnDOT has selected West Haven as the preferred alternative and will now begin final design of the project.

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## Issue P

As a greenfield site with proximity to the Oyster River, the proposed Orange site poses greater environmental impacts than the proposed West Haven site. The Orange site would require filling in inland wetlands. Additionally, the increased amount of impervious service would contribute runoff into the Oyster River, which is not accurately accounted for in the DEA/DEIE. The Oyster River is already affected by secondary impacts of tidal backups, which cause flooding along the river. The River cannot handle additional water caused by this development, plus there is no way to prevent all pollution resulting from the station from entering the waterway.

**Response:** Since ConnDOT has selected the West Haven site as the preferred alternative, construction will not have an impact on the Orange site or the Oyster River.

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## Issue Q

West Haven has superior emergency services that can support and protect the proposed West Haven station. These services include a professional police and fire department. Furthermore, West Haven has trained for responding to major man-made or natural disasters. These resources make West Haven better prepared than Orange to respond to an emergency at a train station.

**Response:** West Haven's emergency response services (police, fire, and medical services) will adequately support the implementation of the system-wide New Haven Line emergency response plan, which is currently under development by ConnDOT. The ability of West Haven to provide emergency support to a commuter rail station was one of many factors considered in ConnDOT's decision to select West Haven as the preferred alternative.

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## Issue R

West Haven will benefit from the economic development spurred by the construction of a new train station. This revitalization will help with the redevelopment of worn commercial and industrial properties. Attracting new businesses to the City will bring jobs and additional tax revenues. The potential benefits resulting from associated economic development were not fully captured in the DEA/DEIE.

**Response:** ConnDOT has selected the West Haven site as the preferred alternative based on its ability to meet the purpose and need of the project as well as its many secondary benefits, including its anticipated positive effect on economic development. The DEA/DEIE found the West Haven station to have the ability to encourage redevelopment of properties within proximity of the new station, including the remaining buildings on Hood Terrace and Railroad Avenue as well as the former Armstrong complex on Sawmill Road. The increase in commuter traffic from the train station could stimulate redevelopment by creating additional demand for a variety of businesses including retail uses, services, private parking as well as residential use. Redevelopment of this area could positively affect the value of surrounding properties. Through attracting new businesses and increasing property values, the proposed West Haven station could bring new jobs to the city and increase tax revenues.

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## Issue S

Although both West Haven and Orange have many disabled residents who rely on public transportation, disabled residents within the region would benefit the most if the new commuter rail station is built in West Haven. West Haven has the largest percentage of people with disabilities of any town in Connecticut. There are over 6,000 residents in West Haven who use the Americans with Disabilities Act (ADA) paratransit van service and fixed-route buses compared to a few hundred Orange residents who use these services. Furthermore, only a station located in West Haven would provide disabled residents in either municipality with access to the new rail station. ADA paratransit van service will only serve origins and destinations within three-quarters of a mile of a fixed route. The proposed Orange site is not currently within three-quarters of a mile of a fixed route whereas the West Haven site is already within the paratransit service area. Both Orange and West Haven residents could use existing paratransit service to access the West Haven site. Therefore, disabled residents in both Orange and West Haven support constructing the new station in West Haven.

**Response:** ConnDOT has selected the West Haven site as the preferred alternative. Although many factors went into the selection of the preferred alternative, the West Haven site's ability to better meet the transportation needs of the region, including those of disabled residents, was an important consideration in the decision. By constructing the new station in West Haven, disabled residents in both jurisdictions currently within paratransit service areas will generally have improved access to regional transit service.





# Appendix E

## Written Public Comments

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State of Connecticut  
HOUSE OF REPRESENTATIVES  
SPEAKER OF THE HOUSE  
JAMES A. AMANN

December 6, 2006

Edgar T. Hurlle, Director  
Office of Intermodal and Environmental Planning  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
P.O. Box 317546  
Newington, CT 06131-7546

Dear Mr. Hurlle:

Over the past few years, the pressure on Connecticut's transportation system has reached a breaking point. No longer can we afford to alleviate congestion with short sighted policies. Instead, Connecticut must develop a vision that addresses the demands on our transportation infrastructure over the next quarter century. Constructing a new train station in Orange, Connecticut in partnership with Dichello Distributors will be valuable part of overhauling Connecticut's transportation infrastructure and providing economic development opportunities. Expansion of our roads alone will not alleviate the congestion that I-95 commuters face daily.

I write in full support of the proposed public-private partnership to construct a new commuter rail stop and train station with parking in Orange. Not only will this new train station help take cars off the highway, but will alleviate the overwhelming demand on the Milford Train Station with new, expanded parking opportunities. In addition, a local train stop in Orange will foster smart growth and better use of public transportation in a residential region.

1

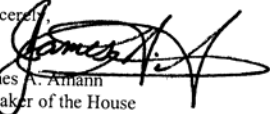
Response 1-1: See discussion for Issue N.

Finally, constructing an Orange train station between Dichello Distributors and the current Bayer campus will help attract new business and quality jobs to this area. While it is very disappointing that Bayer has chosen to leave, building a new train station is an excellent opportunity to attract business and eliminate transportation barriers to expanded economic growth.

2

Response 1-2: See discussion for Issue A.

Thank you for this opportunity to share my full support for such a worthy infrastructure improvement. The proposed public-private partnership to build an Orange train station is a smart policy decision to alleviate congestion by encouraging new train commuters while providing economic development opportunities.

Sincerely,  
  
James A. Amann  
Speaker of the House



**State of Connecticut**  
**HOUSE OF REPRESENTATIVES**  
**SPEAKER OF THE HOUSE**  
**JAMES A. AMANN**

December 6, 2006

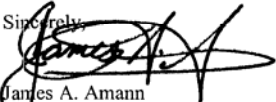
Edgar T. Hurlle, Director  
Office of Intermodal and Environmental Planning  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
P.O. Box 317546  
Newington, CT 06131-7546

Dear Mr. Hurlle:

Transportation gridlock has stalled both Connecticut commuters and our economic development. The addition of a new West Haven train station is an opportunity that we cannot afford to miss. West Haven's unique position as the most affordable community to live in along the New Haven line makes it even more advantageous that it is developed as one of the two new, proposed New Haven line train stops. Today, I write in full support of the proposed construction of a new commuter rail stop, train station with parking and transit oriented development in West Haven.

Like many communities throughout Connecticut, West Haven is transitioning from an older manufacturing community to a commuter town that is in need of new economic activity. A new train station will help attract new business and quality jobs to an area much in need of an economic jumpstart. The West Haven proposal is ideal for a new train station with transit oriented development and could become a model for TOD throughout the state. Plus with additional parking capacity and increased train car capacity in the near future, a West Haven train station will encourage a new group of commuters to choose MetroNorth over highway commutes as well as alleviate the enormous demand on other New Haven Line parking facilities.

I believe that the construction of the West Haven train station, in tandem with the new Orange train station, will be a pivotal step forward in the alignment of a modern transportation system in Connecticut. The proposed construction is a sound policy decision that will help to create new train commuters, take cars off our highways, and foster economic growth. Thank you for this opportunity to share my full support for West Haven train station initiative.

Sincerely,  
  
James A. Amann  
Speaker of the House

cc: Commissioner Ralph Carpenter

KTH

Response 2-1: See discussion for Issue R.

Response 2-2: See discussion for Issue N.



State of Connecticut  
 GENERAL ASSEMBLY  
 LEGISLATIVE OFFICE BLDG.  
 HARTFORD, CONNECTICUT 06106-1591

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**RECEIVED**

DEC 12 2006  
 ENVIRONMENTAL PLANNING  
 DIVISION

December 1, 2006

Edgar T. Hurlle, Director  
 Office of Intermodal and Environmental Planning  
 Connecticut Department of Transportation  
 2800 Berlin Turnpike  
 P.O. Box 317546  
 Newington, CT 06131-7546

Dear Mr. Hurlle:

We fully support and endorse the proposal made by Dichello Distributors to develop a new Metro North Train Station, in joint venture with the State of Connecticut, on property owned by Dichello, located on Marsh Hill Road in the Town of Orange.


The evolving public-private sector partnership being developed between Dichello and the State of Connecticut, if adopted, will prove not only beneficial as a cost saving measure for taxpayers of the state but also an invaluable model and resource for future projects.

In light of the recent closing announcement made by Bayer, a train station at this juncture will do much to attract, encourage and foster economic development for reasons that are quite obvious. In addition, the proposed construction is a step into the future that it will help to relieve congestion on our highways and encourage the use of mass transit.

Developing a transportation system that is viable and designed to meet the needs of both the business community and the hard working taxpayers of this state is a top priority. The train station at this proposed site in Orange would do much to advance this cause. We each feel a sense of pride and privilege to have been elected to be part of the governmental process during this time of new and innovative challenge and progress and we look forward to working with all parties involved to see this project through to fruition.

If you have any questions or would like to meet with us please feel free to give us a call We stand ready to assist in any way you deem necessary.

Sincerely,

  
 Representative Paul Davis  
 117<sup>th</sup> Assembly District

  
 Representative Themis Klarides  
 114<sup>th</sup> Assembly District

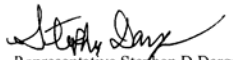
  
 Senator Gayle Slossberg  
 14<sup>th</sup> Senatorial District

  
 Senator Joseph Crisco  
 47<sup>th</sup> Senatorial District

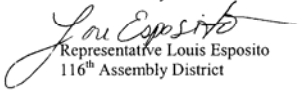
PD/GS/TK/JC/mpa

Response 3-1: See discussion for Issue E.

Response 3-2: See discussion for Issue A.



Representative Stephen D. Dargan  
115<sup>th</sup> Assembly District



Representative Louis Esposito  
116<sup>th</sup> Assembly District

PD/GS/TK/JC/mpa



Senator Harp  
17<sup>th</sup> Senatorial District



State of Connecticut  
GENERAL ASSEMBLY  
LEGISLATIVE OFFICE BLDG.  
HARTFORD, CONNECTICUT 06106-1591

December 1, 2006

Edgar T. Hurlle, Director  
Office of Intermodal and Environmental Planning  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
P.O. Box 317546  
Newington, CT 06131-7546

Dear Mr. Hurlle:

We strongly endorse the proposed construction of a new commuter train station with parking and transit development in West Haven. This new facility, in conjunction with that of the proposed Orange Train Station, is in keeping with the goal of "smart growth" as it will help to reissue worn commercial and industrial properties for new development.


The site location, a short distance from the shopping center and the shore line, is ideal and certain to draw people to the area. The model as proposed by the City of West Haven, will serve as a centerpiece for the economic revitalization of the city. It includes private development of parking as well as condominiums and offices and businesses in former warehouse space adjacent to the proposed station. Already we have seen things happening! Due in part to the anticipated construction of the train station, companies have already begun investing in the area. An example of this is the new Super Stop and Shop which has located directly across from the station. We anticipate that this is just the beginning of what is to come.

In addition, workers and shoppers alike, who have long been calling for relief from the burdensome traffic congestion that has plagued this area of the state, will be certain to avail themselves of this mass transit opportunity. And, with a pristine shoreline just a short distance away, this endeavor can only serve to enhance tourism.

Developing a viable transportation system designed to meet the needs of both the business community and the taxpayers of our state is a top priority. The proposal before you calling for a new train station in West Haven will do much to advance this cause and we look forward to working with all parties involved to see this project brought to fruition.

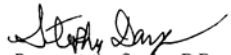
If you have any questions or if we can be of assistance in any way please feel free to contact us. We stand ready to assist in any way you deem necessary.

Sincerely,

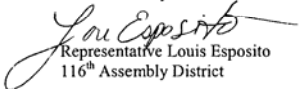
  
Representative Paul Davis  
117<sup>th</sup> Assembly District

  
Senator Gayle Slossberg  
14<sup>th</sup> Senatorial District

Response 4-1: See discussion for Issue R.



Representative Stephen D. Dargan  
115<sup>th</sup> Assembly District



Representative Louis Esposito  
116<sup>th</sup> Assembly District

PD/GS/TK/JC/mpa



Senator Harp  
17<sup>th</sup> Senatorial District





Project No. 106-116

West Haven-Orange Railroad Station

Draft Environmental Assessment, dated November 2006

**FHWA REVIEW COMMENTS<sup>1</sup>**

- 1. Impacts associated with each of the proposed intersection improvement locations need to be identified and evaluated (e.g. Section 106, Section 4(f), ROW, relocations, etc.). 1
- 2. One or more of the proposed intersection improvements are located at on/off ramps of I-95. A discussion of the potential for an Interstate Access Modification for any of these interchange locations is needed. 2
- 3. Neither the estimated costs nor the funding source for intersection improvements has been identified. If any of the intersection improvements are to be funded by FHWA this should be noted. 3

Response 5-1, 2, 3: The final design and construction of the West Haven station, ConnDOT's preferred alternative, and associated off-site intersection improvements will conform to CEPA regulations, which address impacts to historic properties, ROW, and relocations. CT SHPO has reviewed the intersections requiring improvements associated with the West Haven station and expects that the intersection improvements will have no effect on historic, architectural, or archeological resources listed on or eligible for the National Register of Historic Places (see written comment 10). Additionally, since the new station will be a major traffic generator, the State Transportation Commission (STC) will have to approve that the project effectively mitigates on- and off-site transportation impacts according to State guidelines. Only once the transportation impacts have been identified and have an appropriate mitigation plan will the project be able to acquire necessary building permits.

For the West Haven site, only two intersections will fail in 2009 and 2025 as a result of project impacts. Neither of these intersections are located at I-95 on/off ramps.

Based on ConnDOT's decision to fund the project with State monies, any ROW acquisitions will be State funded.

---

<sup>1</sup> Prepared by Robert W. Turner, P.E., Environmental Engineer and Jason Newman, Transportation Planner  
Federal Highway Administration, Connecticut Division



United States Department of the Interior

OFFICE OF THE SECRETARY  
Washington, DC 20240



9043.1  
PEP/NRM

ER 06/1125

FEB 16 2007

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FEB 23 2007

Mr. Edgar T. Hurlle  
Transportation Planning Director  
Office of Intermodal and Environmental Planning  
Department of Transportation  
2800 Berlin Turnpike  
Newington, Connecticut 06131-7546

ENVIRONMENTAL PLANNING  
DIVISION

Dear Mr. Hurlle:

This responds to a request for the Department of the Interior's (Department) review and comment on the Draft Federal Environmental Assessment (EA) and Draft State Environmental Impact Evaluation (EIE), for a **New Railroad Station in the City of West Haven or in the Town of Orange, New Haven County, Connecticut.**

With respect to the preservation of cultural resource values, we note in the Executive Summary (page ES-18), that the alternative railroad station development in the City of West Haven would not have any effect on historical architectural or archeological resources, as determined by the State Historic Preservation Officer for Connecticut (SHPO-CT). However, on page ES-19, the summary indicates that the railroad station development in the Town of Orange, would require additional archeological work to identify and evaluate such cultural resources at the site. Further, the document provides that the Connecticut Department of Transportation (ConnDOT) would accomplish such work *before* completing the Final EA/EIE.

1

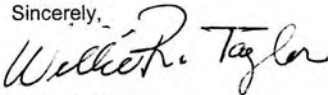
We recommend that the appropriate preservation treatment of these potential cultural resources be accomplished before physical project construction commences. We recommend such an approach because of apparent inconsistency in the commitments to achieving appropriate cultural resource preservation. For example, on page 5-63 (Section 5.9.3.) it says, "If the Orange site is the preferred alternative the ConnDOT will commit to the following:" [which is an appropriate, comprehensive statement of extensive resource investigation, evaluation, determination in concert with the SHPO-CT]. The next paragraph then says, "These undertakings . . . (assuming with reference the commitment immediately above, on page 5-63). . . may be done *after* the NEPA process is complete provided that all mitigating measures are completed and approved by all parties prior to construction."

Response 6-1: ConnDOT has selected West Haven as the preferred alternative. As noted in the comment, the State Historic Preservation Officer for Connecticut found that the West Haven site would not have any effect on historical architectural or archeological resources.

It appears that Section 106 and Section 4(f) applicability are to be exercised after NEPA compliance proceedings are completed. While it may be possible, to consider and accomplish details of cultural resource preservation at the time of final design, it would seem more reasonable to set a schedule for preservation consideration and contingency actions with such knowledge and information to influence the identification of a preferred alternative.

We are pleased to see that much attention is being given to the need for cultural resource preservation and are confident that the SHPO-CT will be most helpful to the accomplishment of this essential railroad improvement, given the type of transportation it provides. Please contact David Clark of the National Park Service on 617-223-5141 concerning comments on Section 4(f) matters.

We appreciate the opportunity to provide these comments.

Sincerely,  


Willie R. Taylor  
Director, Office of Environmental  
Policy and Compliance

cc:  
Mr. Bradley D. Keazer  
Division Administrator  
Federal Highway Administration  
628-2 Hebron Avenue, Suite 303  
Glastonbury, Connecticut 06033-5007



## STATE OF CONNECTICUT

## DEPARTMENT OF ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

**To:** Edgar T. Hurlle - Director of Environmental Planning  
DOT - Bureau of Policy & Planning, 2800 Berlin Turnpike, Newington

**From:** David J. Fox - Senior Environmental Analyst      **Telephone:** (860) 424-4111

**Date:** December 29, 2006      **E-Mail:** david.fox@po.state.ct.us

**Subject:** New Railroad Station, Orange or West Haven

The Department of Environmental Protection has reviewed the Environmental Impact Evaluation (EIE) prepared for the proposed construction of a new commuter rail station along the New Haven Line in either Orange or West Haven. The following commentary is submitted for your consideration.

Given the well documented need to increase the parking supply on the east end of the New Haven Line as well as the reduction of fuel consumption and regional emissions of air pollutants that result from increased transit ridership, the Department heartily endorses construction of a new commuter rail station.

The West Haven site is already developed, with a mix of commercial, industrial and residential uses, while the Orange site is largely undeveloped. The West Haven site is within walking distance of the town's commercial/retail core as well as several residential neighborhoods; the Orange site is adjacent to a large office complex. The West Haven station would result in a total of 438 new transit trips in 2009 versus 318 new trips from an Orange station. From both a land use and transit perspective, it appears that the West Haven alternative is preferable.

Construction of a train station appears to be consistent with the *Conservation & Development Policies Plan for Connecticut, 2005-2010*, although the document cites the outdated 1998-2003 plan. As noted on page 2-7, "a rail station in either of the proposed locations would not conflict with the goals and strategies outlined in the State Plan." However, the Plan does identify an order of priority for development, where Neighborhood Conservation Areas (the designation for the West Haven site) rank above Growth Areas (the designation for the Orange site).

Development of the access roadway for the Orange alternative would impact 2300 square feet of inland wetland. Based on the site limits depicted on Figure 5.10-2, it would appear that this wetland could be avoided by extending the roadway further east before turning northerly toward the parking lots. Page 5-71 states that "this disturbance is unavoidable without significantly impacting adjoining residential or industrial developments." Figure 5.6-2 does show a large warehouse occupying the southeastern portion of the project site, which apparently

1      Response 7-1: See discussion for Issue L.

2      Response 7-2: See discussion for Issue I.

would not be acquired, despite the depiction shown on Figure 5.6-4. This would explain the need to cross the wetland.

The Orange alternative would also impact 9800 square feet of a drainage ditch, regulated as an intermittent watercourse. Page 4-17 notes that Option A-3 would avoid impacts to wetlands adjacent to the railroad, although given the location and configuration of the drainage ditch, it appears that impacts to this feature would be unavoidable. In both of these cases, clearer documentation of the unavoidable nature of these impacts would be required during the permit process.

Response 7-3: See discussion for Issue F.

Page 5-73 states that “in-kind mitigation does not appear to be appropriate because the impact to wetland and intermittent watercourse would not result in the loss of any significant functions or values.” Stormwater management controls are mentioned as potential mitigation measures. Stormwater management is not typically accepted for wetland compensation for unavoidable and unmitigated impacts. Section 22a-41(a)(4) of the Connecticut General Statutes establishes the following order of priority for compensatory mitigation: (1) restoration, (2) enhancement and (3) creation of productive wetland or watercourse resources. Any proposed compensatory mitigation should be guided by this order of priority. As noted on the same page, specific mitigation measures will be developed during the permit process.

Response 7-4: See discussion for Issue F.

In discussing potential stormwater best management practices, the EIE does not specify measures for treatment of stormwater for the parking structures. The Department’s typical recommendation (below) should be observed in designing the structures.

Response 7-5: See discussion for Issue F.

Stormwater management for parking garages typically should involve two separate collection systems designed to treat the runoff from different types of parking areas. Any exposed parking levels will produce a high volume of runoff with relatively low concentrations of pollutants. Runoff from such areas should be directed to the storm sewer system and the collection system should include controls to remove sediment and oil or grease. A gross particle separator is recommended for this purpose. Advanced designs for gross particle separators have been developed, such as Vortech, Downstream Defender and Stormceptor, that the Department believes are more effective in retaining medium to coarse grained sediments as well as floatables than standard designs. It is recommended that the appropriate variety of this or similar type of unit with a cyclonic design be installed in conjunction with each outfall, depending on the size of the drainage area. Interior levels of the garage will produce a low volume of runoff with relatively high concentrations of pollutants. In addition, the need for cleaning of the garage must be considered and floor washwater cannot be directed to a stormwater sewer system. Runoff from interior areas should be directed to the sanitary sewer system, again with appropriate treatment. An oil separator tank with a capacity of at least 1000 gallons is required. A licensed waste oil hauler must clean the tank at least once a year. A list of certified haulers can be obtained from the Bureau of Waste Management at (860) 424-3366. For further information concerning stormwater management, contact the Bureau of Water Management at (860) 424-3018.

Development of the Orange site would introduce 10 acres of new impervious surface. Management of stormwater from this site is essential to protect the water quality of the adjacent Oyster River. Page 5-77 notes that the closed drainage system would be designed to comply with the 2004 Connecticut Stormwater Quality Manual. The Department has developed a worksheet that will be useful for developers and reviewers in determining consistency with the design guidance in the manual. The worksheet is an electronic form, available on the DEP website, at: <http://www.dep.state.ct.us/wtr/stormwater/SWQWorksheet.doc>.

Due to presence of eastern box turtle habitat at the Orange site, page 5-105 states that "if the site is selected, a specific mitigation plan would be developed in consultation with the CTDEP Wildlife Division." The habitat assessment in Appendix B concludes that an additional survey in early summer, when turtles are active, is recommended. The Wildlife Division recommends that multiple surveys over the active period (April - September) be conducted if the Orange site is selected. A Mitigation Plan should be developed by ConnDOT and approved by DEP and it may include the potential mitigation measures listed on page 5-85. Additional measures may be required, depending on the results of the surveys.

The analysis of potential fuel savings in section 5.14 appears to dramatically underestimate the reduction in vehicle miles traveled (VMT) by new commuters utilizing the rail station and thus the gasoline saving achieved. The footnotes to Tables 5.14-1 and 5.14-2 state that VMT reduction is based on 7 miles per trip (although the former is actually based on 9 miles). However, since the calculation involves solely new transit trips (not existing transit users diverted from Milford or New Haven), these trips should save the total round-trip mileage to their work destination, not the Fairfield County line, as calculated. Many of these trips would end in New York City, although some commuters may be destined for closer employment centers, such as Stamford. Only in rare circumstances would a commuter board a train to save 7-9 miles of driving.

The discussion of hazardous materials and contaminated soils in section 5.16 notes that construction at the West Haven site would affect 15 properties identified as moderate or high risk in Task 110 Corridor Land Use Evaluation reports. Because business names were not provided, the Department is not able to provide any additional information concerning potential contamination at the site. If the West Haven site is selected, further evaluation, including Task 210 Subsurface Investigations would be conducted. The Department should be consulted regarding the extent of future assessments and appropriate remediation. Tom RisCassi of the Remediation Division is the appropriate contact; he may be reached at (860) 424-3781 or [thomas.riscassi@po.state.ct.us](mailto:thomas.riscassi@po.state.ct.us).

The Waste Engineering & Enforcement Division does report that an order was issued to E.O. Manufacturing of 67 Hood Terrace (which may be within the project area), requiring assessment of site contamination and implementation of appropriate remedial measures. Although the firm has relocated to another site in West Haven, they have never complied with the order, which was referred to the Attorney General's office. Additional legal action is pending and the site contamination has not been addressed.

6 Response 7-6: See discussion for Issue K.

7 Response 7-7: See discussion for Issue G.

Response 7-8: See discussion for Issue F.

8 Response 7-9: 67 Hood Terrace does fall within the proposed boundaries of the West Haven site. Now that West Haven has been selected, ConnDOT will begin acquiring all necessary properties and evaluating them for contamination. Task 210 Subsurface Investigations will be conducted for 67 Hood Terrace along with 14 other properties identified with a moderate or high risk of having hazardous waste or contamination. Any contaminated media would be compared to the DEP Remediation Standard Regulations (RSRs) for regulatory compliance. Impacted soils identified will be excavated in conjunction with demolition activities and transported off site by a licensed hauler to a licensed disposal facility. Additionally, a comprehensive hazardous materials inspection would be conducted on all structures prior to demolition activities at either site in accordance with National Emissions Standards for Hazardous Pollutants (NESHAPS) protocol.

Edgar T. Hurlé

- 4 -

December 29, 2006

In addition to standard mitigation measures to minimize impacts to air quality during construction, the Department also typically recommends the use of construction equipment with air pollution control devices or the use of "clean" fuels that can be effective in reducing exhaust emissions, particularly for large projects in urban locations. A program similar to the Connecticut Clean Air Construction Initiative being employed for the nearby New Haven Harbor Crossing Corridor Improvement Program may also be beneficial in this instance.

10

Response 7-10: See discussion for Issue F.

Thank you for the opportunity to review this project. If there are any questions regarding these comments, please contact me.

cc: Robert Kaliszewski, DEP/OPPD  
Sharon Gustave, DEP/APSD  
Peter Ploch, DEP/WEED  
Tom Riscassi, DEP/RD  
Steve Tessitore, DEP/TWRD  
Julie Victoria, DEP/WD



STATE OF CONNECTICUT  
DEPARTMENT OF PUBLIC HEALTH

8

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ENVIRONMENTAL PLANNING  
DIVISION

December 21, 2006

Mr. Edgar T Hurle, Transportation Planning Director  
Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06106

RE: Notice of EIE for New Railroad Station in the City of West Haven or the Town of Orange

Dear Mr. Hurle:

The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area, therefore the Drinking Water Section has no comments at this time.

Sincerely,

Lori Mathieu, Supervising Environmental Analyst  
Source Water Protection Unit  
Drinking Water Section

Phone:

(860) 509-7333



Telephone Device for the Deaf: (860) 509-7191  
410 Capitol Avenue - MS # 51 WAT  
P.O. Box 340308 Hartford, CT 06134

*Affirmative Action / An Equal Opportunity Employer*



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**From:** Smith, Jeff [mailto:Jeff.Smith@po.state.ct.us]  
**Sent:** Thursday, December 28, 2006 3:50 PM  
**To:** Edgar Hurlle (Edgar.Hurlle@po.state.ct.us)  
**Cc:** Hall, Keith (Keith.Hall@po.state.ct.us)  
**Subject:** West Haven/Orange Railroad Station

This office has reviewed the EIE "New Railroad Station at City of West Haven or Town of Orange". The EIE correctly notes that within the 1998-2003 State Plan of Conservation and Development, the Orange site is within a Growth Area and the West Haven site is within a Neighborhood Conservation Area (page 2-6). However, we wish to note that, in the most recent version of the Plan (2005-2010), the West Haven site is now within a Regional Center.

1

The EIE correctly indicates that "a rail station in either of the proposed locations would not conflict with the goals and strategies outlined in the State Plan" (page 2-7). Both Regional Center and Growth Area are considered development categories within the Plan and, as such, a train station would not be inconsistent. However, the Plan also assigns a higher priority to the redevelopment and revitalization of Regional Centers relative to the other development categories. So, while a station at either site could be considered generally consistent with the State C&D Plan, the West Haven site would be the preferred of the two alternatives with regard to Plan consistency.

2

Response 9-1, 2: See discussion for Issue I.

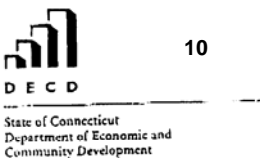
Thank you for the opportunity to review and comment on this document.

*Jeffrey Smith, Planning Specialist  
Office of Policy and Management  
450 Capitol Avenue  
MS#52ASP  
Hartford, CT 06106*

*Phone: 860-418-6395  
Fax: 860-418-6486*



James F. Abromaitis  
Commissioner



December 22, 2006

Mr. Edgar T. Hurlle  
Transportation Planning Director  
Department of Transportation  
2800 Berlin, Turnpike  
Newington, Connecticut

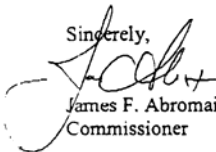
Dear Mr. Hurlle:

On behalf of the Governor's Bayer Reuse Commission, I want to thank you for the opportunity to review the Draft Environmental Assessment/Draft State Environmental Impact Evaluation which evaluates locating a new commuter rail station between Milford and New Haven. The mission of this team is to evaluate strategies to achieve the highest and best use of the Bayer campus as they divest themselves from their West Haven facility. Transportation access to this campus is among the highest priorities to be addressed and measures such as this new station will benefit this site's attractiveness.

The Draft document now being circulated for comment proposes two possible locations for a new commuter rail facility, either in West Haven or Orange. Both are expected to have positive regional impacts on transportation and congestion relief in that part of the state and will provide new opportunities for transit-oriented businesses. The Bayer Reuse Commission views the implementation of this plan at either site to be an enhancement to the long term success of the Bayer campus and we support your efforts to bring this project to fruition.

The Bayer Reuse Commission will be monitoring the progress of this important project and we look forward to an opportunity to provide our support in the future.

Sincerely,

  
James F. Abromaitis  
Commissioner

cc: Commission Members  
The Honorable Ralph J. Carpenter, Commissioner, DOT

Response 10-1: ConnDOT has selected the West Haven site as the preferred alternative, which satisfies the desire of the Bayer Reuse Commission to have either of the sites selected. In addition to supporting the reuse of the Bayer campus, constructing a station in West Haven offered greater opportunities for immediate redevelopment according to the DEA/DEIE based on existing zoning and market demand.



Historic Preservation  
& Museum Division

59 South Prospect Street  
Hartford, Connecticut  
06106

(v) 860.566.3005  
(f) 860.566.5078

February 8, 2007

Mr. Keith Hall  
Environmental Planning  
ConnDOT  
2800 Berlin Turnpike  
Newington, CT

Subject: Marsh Hill Road and Salem Lane, Orange  
Route 162 and Railroad Avenue, West Haven  
Route 162 and Hood Terrace, West Haven  
ConnDOT #106-0116

Dear Mr. Hall:

The State Historic Preservation Office has reviewed the above-named intersection improvements proposed by ConnDOT. This office expects that the proposed undertaking will have no effect on historic, architectural, or archaeological resources listed on or eligible for the National Register of Historic Places.

This office appreciates the opportunity to have reviewed and commented upon the proposed undertaking.

This comment is provided in accordance with the National Historic Preservation Act and the Connecticut Environmental Policy Act.

For further information, please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

Karen Senich  
Deputy State Historic Preservation Officer

## Office of the Mayor

City of West Haven  
355 Main Street  
West Haven, Connecticut 06516

12



John M. Picard  
Mayor

December 14, 2006

### **Proposal for Action West Haven Rail Station**

As the Connecticut commuter rail service on the Metro North - New Haven Line continues to grow and expand; additional train stations and parking are required to meet the service demands. Hence, the tale of two cities West Haven / Orange and the proposal for a new DOT regional station to serve the transportation needs of the region. Whenever we discuss transportation development and strategy for Connecticut, the following essential characteristics come to mind, public benefit, mobility, connectivity or access to the region, and public safety. The proposed West Haven Rail Station for Saw Mill Road (State Route 162) meets or exceeds those important characteristics. The City of West Haven strongly supports ConnDOT's initiative to establish a new Metro North station for Saw Mill Road (State Route 162). Landing the rail station is critical for the city's economic development and the Transit Oriented Development (TOD) district but more important the states goal of getting vehicle traffic off the highway mainly the I-95 corridor.

*The Governor's Budget Address in February 2005 "In addition, new stations will enhance parking facilities are planned in Fairfield and West Haven/Orange area." In the Governor's Budget Address in February 2006 in Building Connecticut's Future, the West Haven Rail Station, \$11 million is provided for the state's share of cost of a new Metro North rail station and parking facilities in West Haven. The state will work with the city of West Haven and Connecticut's Congressional delegation to secure federal funding for the balance of construction cost. It is estimated that the State receive \$48 million in federal funds".*

The South Central Regional Council of Governments (SCRCOG) proclaims its support for a new 1,000 plus-space West Haven rail station. At the (SCRCOG) meeting of December 19, 2001 the following motion was passed: (exhibit A)

*"The SCRCOG shall inform ConnDOT that the West Haven site is the SCRCOG preferred site to be developed as a new rail commuter station and that the Orange site be considered for a future site, as the demand for additional parking and service is needed.*

At the (SCRCOG) meeting of June 28, 2006 the following motion was passed:(**exhibit B**)  
“SCRCOG reaffirms its December 19, 2001 resolution *West Haven site is the SCRCOG preferred site to be developed as a new rail commuter station and that the Orange site be considered for a future site, as the demand for additional parking and service is needed.*

*SCRCOG endorses the adopted state budget and Public Act 06-136 (An Act Concerning the Roadmap for CT’s Economic Future) passed in May 2006 which designates development of two rail stations between New Haven and Milford.*

*SCRCOG further recommends the Transportation Strategy Board and ConnDOT precede with the West Haven commuter rail station first and Orange commuter rail station second.*

*Public Act 06-136 ...*There is wording in the law referring to two stations....

Section 2b of “the Roadmap” –PA 136 states the following:

“The commissioner shall evaluate and plan the implementation of the following projects:

(5) developing a second rail passenger station between New Haven and Milford...”

This is in the law and therefore it is not one or the other—it calls for “plan the implementation” There is also wording in Section 2a (4) “developing a new commuter rail station between New Haven and Milford”. Again, *SCRCOG further recommends the Transportation Strategy Board and ConnDOT precede with the West Haven commuter rail station first and Orange commuter rail station second.*

Some of the essential characteristics such as station location are paramount with regards to distance from interstate ramps with both site locations less than a mile from I-95. The West Haven site is located closer to high density residential areas (37,500 live within 1.5 miles of the station) and is in walking and biking distance to more residents as compared to Orange which is being set well back from the local street, and less easily accessed by those walking or biking to the station. The West Haven site currently has in operation access to CT Transit bus service with connecting service to the Greater New Haven and other regional transit connections. This is another opportunity to develop a highly Multi-Modal Transportation Center to adequately serve the region. The stations’ location makes connecting it with major employment centers a feasible task. An estimated 13, 600 people work within 1.5 miles of the proposed West Haven station location.

The environmental impact assessment prepared for the Federal Transit Administration, and Federal Highway Administration basically had minimal flaws between the two sites. The West Haven site presents an excellent opportunity to re-use existing Brownfield sites and transform it into a highly functional multi-modal transportation center surrounded by mixed-use developments (Transit Oriented Development TOD) district containing housing, employment and supporting services. The site fits within the parameters of the Governor’s initiatives regarding Brownfield and the objectives of the Transportation Strategy Board. Most of the Orange site is presently undeveloped and lightly wooded. Impacts to the natural environment at the West Haven site would be comparatively

1 Response 12-1: See discussion for Issue J.

2 Response 12-2: See discussion for Issue H.

3 Response 12-3: See discussion for Issue L.

4 Response 12-4: See discussion for Issue C.

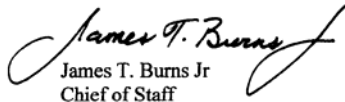
minor, since presently this site is almost entirely developed. The West Haven site requires no filling of floodplain or wetlands. The Orange site will require some floodplain and wetlands to be filled. Another concern is the protection of local habitat and the Oyster River and its inland wetlands which in Orange is of paramount concern to the environment and to the West Haven residents downstream.

With the large paved parking spaces being required at both locations, storm water runoff is a critical issue. In West Haven currently there is an underground storm water piping system that controls flow and discharge of any storm water. In Orange, storm water runoff is a major deviation with regards to the environment and the wetlands and the 50-year floodplain of the Oyster River.

This is not one municipality over another, but a regional transportation decision that supports the West Haven site as the ***“preferred site to be developed as a new rail commuter station and that the Orange site be considered for a future site, as the demand for additional parking and service is needed. In addition, SCRCOG further recommends the Transportation Strategy Board and ConnDOT precede with the West Haven commuter rail station first and Orange commuter rail station second”***. With additional government agency approval from the Governor’s 2006 Budget, the City of West Haven, the South Central Regional Council of Governments (SCRCOG) and the Transportation Strategy Board that supports the West Haven rail station site. The selection and construction of a West Haven Metro North rail station only enhances ConnDOT’s plan of operation of relieving vehicle congestion on the I-95 corridor.

Thank you for opportunity to present.

Respectfully submitted.



James T. Burns Jr  
Chief of Staff  
Office of the Mayor  
City of West Haven



## Exhibit - A

Bethany - Branford - East Haven - Guilford - Hamden - Madison - Meriden - Milford  
New Haven - North Branford - North Haven - Orange - Wallingford - West Haven - Woodbridge

**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**  
*Judy Gott, Executive Director*

December 21, 2001

Commissioner James Sullivan  
Department of Transportation  
2800 Berlin Tnpk  
PO Box 317546  
Newington, CT 06131-7546

Dear Commissioner Sullivan:

Please be advised that at the SCRCOG meeting December 19, 2001 the following motion was passed:

West Haven/Orange Rail Station Recommendation  
Motion:

"The SCRCOG shall inform ConnDOT that the West Haven site is the SCRCOG preferred site to be developed as new commuter rail station and that the Orange site be considered for a future site, as the demand for additional parking and service is needed.

And it is further moved:

As ConnDOT proceeds with the CEPA process on both sites as required by law and if ConnDOT determines the West Haven site has a "fatal flaw"; the SCRCOG recommends the Orange site immediately be moved forward in the process to enable the rail station to be constructed as soon as possible."

The motion was adopted 12-3 (Towns voting for Branford, East Haven, Guilford, Hamden, Madison, Meriden, New Haven, North Branford, North Haven, Wallingford, West Haven, Woodbridge. ↪ Towns voting against the motion Orange, Milford, Bethany.)

I hope this decision allows you to move promptly to the TSB with a recommendation to commence the design process ASAP. Please let me know if I can be of further assistance in accomplishing the SCRCOG motion.

Sincerely,

CC: All SCRCOG Mayors and First Selectmen

**Exhibit - B**



Bethany - Branford - East Haven - Guilford - Hamden - Madison - Meriden - Milford  
New Haven - North Branford - North Haven - Orange - Wallingford - West Haven - Woodbridge

**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**  
127 Washington Avenue, 4<sup>th</sup> Floor West, North Haven, CT 06473  
**Judy Gott, Executive Director**

Resolution: West Haven/Orange Commuter Rail Stations

SCRCOG reaffirms its December 19, 2001 resolution "West Haven site is the SCRCOG preferred site to be developed as a new commuter rail station and Orange site be considered for a future site, as the demand for additional parking and service is needed".


SCRCOG endorses the adopted state budget and Public Act 06-136 (An Act Concerning the Roadmap for CT's Economic Future) passed in May 2006 which designates development of two rail stations between New Haven and Milford.

SCRCOG further recommends the Transportation Strategy Board and ConnDOT proceed with the West Haven commuter rail station first and Orange commuter rail station second.

*Certificate*

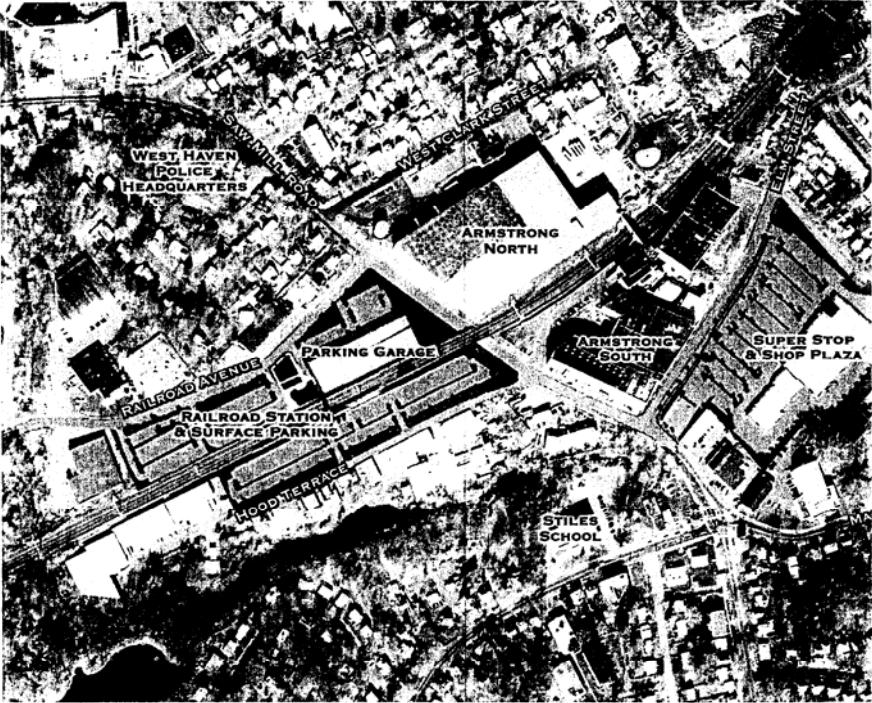
The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on June 28, 2006.

Date: June 28, 2006

  
*James L. Richetelli, Jr.*  
Secretary



The City of West Haven strongly supports ConnDOT's initiative to establish a new Metro North Railroad Station in West Haven, CT.





M.F. DiScala  
& Company, Inc.

Real Estate Investment Bankers & Consultants

December 12, 2006

The Honorable John Picard  
City of West Haven  
355 Main Street  
West Haven, CT 06516

Re: Regional Train Station

Dear Mayor Picard:

As managing partner of Orion Haven, Ltd, I continue to be supportive of West Haven's efforts to secure the new proposed train station for the Greater New Haven area. Certainly, this type of smart development is needed and will alleviate some of the traffic issues we have on our major arteries.

I am also a taxpayer, and I am concerned about the overall cost of these type of developments. By utilizing the ground level of my facility, which is adjacent to the new proposed train station, you would be able to utilize the facility for all of the parking needs required. Further, the building is reinforced concrete and has 22' ceilings and can in fact be decked for additional parking as well. With parking spaces on structured parking costing about \$30,000 per space, this alternative of using my existing facility will save a tremendous amount of money and allow this project to move forward in an expeditious manner.

I fully support your endeavors.

Very truly yours,

Michael F. DiScala  
President and  
Chief Executive Officer

MFD:pjr

6

Response 12-6: See discussion for Issue D.

Ten Wall Street  
Norwalk, Connecticut 06850  
Tel: (203) 854-5046  
Fax: (203) 853-9246  
Email: MFDiScala@DiScala.com  
Web: www.DiScala.com

Individual Membership  
Society of Industrial and  
Office Realtors



## OFFICE OF HOMELAND SECURITY

City of West Haven  
355 Main Street  
West Haven, CT 06516

**John M. Picard**  
*Mayor*

**Marguerite B. Showers**  
*Homeland Security Coordinator*

12/28/2006

My name is Marguerite B. Showers, 201 1<sup>st</sup> Avenue, West Haven, CT 06516. I am the Homeland Security Coordinator for the City of West Haven. I would like to thank your department for conducting the public hearing, assessment and evaluation.

When we compare alternatives West Haven or Orange, both cities need a railroad station. However, West Haven is ready to have the 1<sup>st</sup> railroad station built. The Office of Homeland Security is also ready to prevent, prepare, respond and recover in any incident of natural disaster or man made disaster. We have the finest trained Police and Fire to ensure best practices secure vulnerable infrastructure and intelligence. The plan will govern allowable land uses and has the potential to ensure that development is environmentally responsible. In the wake of 9/11 West Haven is committed to and believes ensuring the safety of rail employees, riders, cargo and infrastructure as well as the general public is critical. Establishing a railway in West Haven would enable use to commit to emergency preparedness and response and keeping vital rail links open in a post 9/11 world.

In September 2006 the City of West Haven conducted an exercise involving a HAZMAT railway incident on Elm Street. The design team exercise was evaluated and attended by FEMA, EPA, PPS Inc. CT DEP, WHFD, WHPD, Yale, Public works etc. Given the scope of the plan which included a tabletop and discussion on the actual scenario the objectives and goals were met. We received high marks from this building block process. West Haven is proud to have this honor.

The site characteristics, transportation consequences, cost consequences and environmental consequences naturally make West Haven the preferred site for the railway. I encourage your influence on making West Haven your first choice to building the railway system.

Respectfully submitted,  
*Marguerite B. Showers*  
Homeland Security Coordinator

Telephone (203) 937-3567 Facsimile (203) 937-3636

1

Response 13-1: See discussion for Issue Q.



---

Bethany - Branford - East Haven - Guilford - Hamden - Madison - Meriden - Milford  
New Haven - North Branford - North Haven - Orange - Wallingford - West Haven - Woodbridge

---

**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**  
*Judy Gott, Executive Director*

To: Joseph Cancelliere Hearing Officer for CTDOT  
December 11, 2007 - Project #106-116

From: Judy Gott, SCRCOG

Date: December 12, 2006.

Section 2 b of "the Roadmap" -- PA136 states the following:

"The commissioner shall evaluate and plan the implementation of the following projects:  
(5) Developing a second rail passenger station between New Haven and Milford;"

This is in the law and therefore it is not one or the other -- it calls for "plan the implementation"  
It seems pretty clear to me this means two stations!

1

Response 14-1: See discussion for Issue H.

There is also the wording in Section 2 a (4) "developing a new commuter rail station between New Haven and Milford".

I just want to be sure CTDOT is aware of the language in Sec 2 b.

Please use this email as my comment from the public hearing last evening  
Dec 11, 2006 - Project #106-116

Thank you.  
*Judy Gott*

Judy Gott  
Executive Director SCRCOG

JOHN F. STAFSTROM, JR.  
850 Main Street  
P.O. Box 7006  
Bridgeport, CT 06601-7006  
p 203 330 2210  
f 203 576 8888  
jstafstrom@pullcom.com  
www.pullcom.com

December 28, 2006

**Via Electronic Mail and  
Via Federal Express**

Mr. Edgar T. Hurlle  
Transportation Planning Director  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06131

**Re: New Railroad Station at City of West Haven or Town of Orange - Comments on Draft  
EA/EIE**

Dear Mr. Hurlle:

I am writing to you on behalf of our client, Dichello Distributors of Orange, Connecticut. Dichello Distributors has been a property owner in Orange since 1979 and employs over 200 people in the Town of Orange. Dichello Distributors wishes to take this opportunity to provide the Connecticut Department of Transportation ("the Department") and the U.S. Department of Transportation with the enclosed written comments on their joint Draft Environmental Assessment/Environmental Impact Evaluation ("Draft EA/EIE") for the above-referenced project dated November 2006.

As we articulated at the December 11, 2006 public hearing in Orange, we wholeheartedly support this project and believe that the Draft EA/EIE for the most part adequately characterizes the environmental impacts associated with the construction of the new railroad station in either location. However, as the Department is aware, there have been several changes since the Draft EA/EIE was issued that will have a direct bearing on the construction of the railroad station in either community. Our comments, for the most part, focus on the impacts those changes will have on the Draft EA/EIE, and how the Department might best address those changed circumstances in its Final EA/EIE. Our comments also advocate the construction of both train stations.

Should you have any questions concerning the foregoing, please contact me.

Sincerely,



John F. Stafstrom, Jr.

JFS:cs  
Enclosure

**New Railroad Station at City of West Haven or Town of Orange  
Comments on Draft Environmental Assessment/Environmental Impact Evaluation**

**Background**

Dichello Distributors is submitting these comments to the Connecticut Department of Transportation ("the Department") and the U.S. Department of Transportation in response to their November 2006 joint Draft Environmental Assessment/Environmental Impact Evaluation ("Draft EA/EIE") for the new railroad station that is to be constructed in the City of West Haven or the Town of Orange, Connecticut. Dichello Distributors ("Dichello") is an enthusiastic supporter of the proposed project and is eager to see new railroad stations constructed along the New Haven Rail Line between New Haven and Milford, Connecticut.

As Dichello articulated at the December 11, 2006 public hearing in Orange, we wholeheartedly support this project and believe that the Draft EA/EIE for the most part adequately characterizes the environmental impacts associated with the construction of the new railroad station in either location. However, as the Department is aware, there have been several changes since the Draft EA/EIE was issued that will have a direct bearing on the construction of the railroad station in either community. Our comments therefore mainly focus on the impacts those changes will have on the Draft EA/EIE, and how the Department might best address those changed circumstances in its Final Finding of No Significant Impact/Environmental Impact Estimate. Our comments also advocate the construction of stations in both Orange and West Haven.

Specifically, with respect to the proposed construction of a railroad station in Orange, the Department has recently discussed a revised proposal with Dichello for the construction of such a station and required parking. As the Department is aware, Bayer has recently announced that it will be vacating its facility located immediately adjacent to the proposed Orange station. In connection with Bayer's announced departure from its facility, Dichello has entered into talks with Bayer to discuss purchasing the land currently owned by Bayer that would be necessary for the construction of the Orange railroad station.

Given the progress of its discussions with Bayer, Dichello has discussed with the Department a proposal to combine property that Dichello currently owns with property obtained from Bayer and to construct the railroad station and parking as a public-private partnership. Under the terms of this proposal, the State would lease the station from Dichello. The State would be responsible for the construction of the railroad station platform, while Dichello would own and be responsible for constructing the necessary parking for the station on the surrounding property.

If the railroad station were to be constructed in accordance with such terms, the need for constructing a new roadway would be eliminated. Under this proposal, rather than construct a new roadway, the existing roadway, Salem Lane, would be widened and lengthened to accommodate traffic coming in and out of the station. This would result in fewer eminent domain issues, as the existing property owner would need only to grant

Response 15-1: See discussion for Issue E.

the State a broader right-of-way for the widened Salem Lane. The State would not need to take additional property by eminent domain proceedings to accomplish the construction of the station and parking.

**Benefits Associated with Constructing a Train Station in Orange, CT**

General Benefits Associated with the Orange Proposal

There are significant benefits for the State in constructing a railroad station in Orange. First and foremost, the construction of the railroad station in Orange is consistent with the State's transportation policy in that it will enhance intermodal transportation options, significantly reduce traffic congestion on I-95, and reduce air pollution.

The State's transportation policy mandates the implementation of measures to reduce commuter traffic on the State's highways through increased use of a rail system. Constructing a railroad station in Orange will assist the State in achieving those objectives. The Draft EA/EIE notes that the station in Orange is expected to attract approximately 1,800 daily boardings in 2009 and 2,100 by 2025. (Draft EA/EIE, page ES-9). Furthermore, the Draft EA/EIE estimates that 215 of the boardings in 2009 (12 percent) and 318 of the boardings in 2025 (15 percent) would be new riders who are not currently availing themselves of rail transit. (Draft EA/EIE, page ES-9).

The construction of the station is also estimated to result in 2,856 less vehicle miles traveled and a savings of 137 gallons of gasoline a day in 2009. Those figures will increase to 4,186 fewer miles traveled and 201 gallons of gasoline a day by 2025. (Draft EA/EIE, page ES-22).

The majority of the boardings mentioned above will be drawn from the Milford and/or New Haven stations, both of which suffer from significant congestion problems. Indeed, as the Department has already noted, more than 750 people are on a waiting list for a monthly parking permit for the New Haven station, and an additional 750 people are waiting for some form of parking permit for the Milford station. (Draft EA/EIE, page 2-2).

As impressive as these ridership and fuel economy numbers are, the numbers may be underestimated. As was noted during the December 11, 2006 public hearing on this project, railway commuting within the State increased 47 percent between 1995 and 2000. It is anticipated that this trend will continue, if not increase, as major economic development projects in Bridgeport (Steel Point) and Stamford (RBS and Antares) continue to increase the number of commuters coming from Orange and the surrounding towns into Fairfield County. Due to the construction of additional housing stock in nearby areas and assuming the successful reuse of the Bayer campus, it is likely that the number of "reverse commuters" from Stamford, Bridgeport and other parts of Fairfield County will be significant.

The construction of the railroad station in Orange would also have the benefit of reducing local congestion. As noted above, the stations at both New Haven and Milford are overcrowded and the parking lots are consistently filled to over-capacity. The recent proposal for the construction of the Orange station would allow for the construction of

2

Response 15-2: See discussion for Issue G.

scalable parking to accommodate increased usage over time. The initial proposal is for 1000 spaces with expansion capability for 2000 spaces. The station's facilities could grow over time to accommodate increased usage. In addition, the new proposal for the Orange station provides the infrastructure to allow convenient ingress and egress to the station.

3

Response 15-3: See discussion for Issue E.

The construction of the Orange station would also be consistent with several state and regional transportation planning objectives as outlined by the Transportation Safety Board and other State studies. The construction of the Orange station would improve personal mobility within and through Connecticut. It would also integrate transportation with economic, land use, environmental and quality of life issues. It would have the further benefit of maximizing the efficiency, use and life of existing transportation and other infrastructure. Finally, the construction of the Orange station would provide incentives to encourage economic growth in areas where transportation infrastructure is located.

Changes Have Occurred Since the Draft EA/EIE Was Written

The encouragement of economic growth is one of the chief benefits of the Orange railroad station proposal, particularly in light of Bayer's recent announced departure from the area. As a result of Bayer's announced departure, efforts must be focused on attracting a new corporate entity into Bayer's facility, or else the facility will be a blighted, unused parcel that will not contribute to the tax rolls. The Orange railroad station is needed to help stimulate economic development at the Bayer site. By spurring redevelopment at the Bayer site, the construction of a railroad station in Orange will have a positive effect on municipal taxes that will be far from negligible.

4

Response 15-4: See discussion for Issue A.

As the Department can well imagine, having mass transit immediately adjacent to the facility will be extremely attractive to prospective tenants/employers. The construction of a railroad station in Orange will help to ensure that employers are lured to a developed portion of Connecticut with infrastructure in place, rather than having those companies develop a "greenfield" property.

Although the departure of Bayer will have an adverse effect on the local economy, this departure does at least allow for a beneficial modification to the proposed construction of the Orange railroad station. As was discussed in greater detail above, Dichello has discussed with the Department a construction plan that would result in the station being constructed through a public-private partnership using land currently owned by Dichello and to be acquired by Dichello from Bayer.

Under this public-private partnership, the State would not need to take title to any property through eminent domain proceedings, rather it would be able to lease land from a willing partner for the construction of the railroad station. The parking facilities would also be built on private land, owned by a willing participant. The ingress and egress to the station under the modified proposal could be accomplished through the widening of Salemme Lane, which is an existing roadway. Such widening activities could be accomplished through an easement between the owner of the property adjacent to the road. There would be no need for a permanent taking of any property



owner's land. As a result, the entire station could be built with limited or no eminent domain proceedings.

As it is currently written, the Draft EA/EIE does not take into account any of these recent developments. The Draft EA/EIE should be amended to address and discuss these changed circumstances.

As a Result of These Changed Circumstances, There Are Additional Benefits to Constructing a Railroad Station in Orange

As has been alluded to, the construction of the railroad station in Orange embraces smart growth principles. Connecticut's recent responsible growth initiative encourages transit options that emphasize mass transit while de-emphasizing single occupancy vehicle travel. Construction of a railroad station in Orange would bring people to an already developed center via public transit and enhance revitalization of Bayer site. Such a plan is not unprecedented in Connecticut. As the Department is well aware, construction of a similar station in Redding has garnered awards from the U.S. Environmental Protection Agency for promoting smart growth.

In addition, the Orange railroad station and the Dichello proposal are supported by various local, regional and state officials. The First Selectman for the Town of Orange has publicly testified as to his support of the railroad station in Orange. The construction of the station at this location is also supported by the Town of Orange's Plan of Conservation and Development 2000. (Draft EA/EIE, page 5-54). The Regional Council of Governments has passed resolutions to support train stations in both West Haven and Orange. Connecticut's Speaker of the House and all local State legislators have also submitted to the Department their support for the construction of a railroad station in Orange.

The construction of the Orange railroad station has another benefit in that the construction can be accomplished relatively easily. Dichello Distributors – the principal property owner at the Orange site – has proposed a public-private partnership to develop the train station. The State will not need to acquire the site for the train station or necessary parking. Assuming the Department accepts Dichello's proposal, the construction of the Orange railroad station will not require the acquisition of any properties but rather easements of ingress and egress from one property owner in order to widen Saleme Lane, and a lease with Dichello (the principal property owner) to construct and operate the station. This will result in the elimination/mitigation of any eminent domain concerns associated with the project.

The proposed site consists of previously undeveloped land, so the remediation of environmental contaminants during construction is unlikely, and the construction of the station will not require the demolition of commercial properties or the relocation of any businesses.

Moreover, the scalability of the parking lot and structures means that only what is needed to accommodate parking needs (based on ridership) will be constructed at any given point during the station's development. Indeed, prior studies conducted during

the 2000-2002 time frame noted that the "relative construction costs and time frame" for constructing a railroad station in Orange indicated that the construction of such a station was appropriate. (Draft EA/EIE, page 4-2).

In light of the proposal put forth by Dichello to the Department, as well as the resulting lack of eminent domain issues, it is likely that the Orange proposal can be constructed even more rapidly than was first assumed. While the Draft EA/EIE notes that the capital costs for construction of the Orange station will be in the neighborhood of \$71 million (page 4-21), these capital costs will be significantly reduced if the Department pursues the public-private partnership being suggested by Dichello. If the Department pursues such a proposal, the Department would not incur the capital costs associated with building the parking garage and lots adjacent to the train station, nor would it need to factor eminent domain issues into its cost calculus.

#### The Construction of a Railroad Station in Orange Will Result in a Net Environmental Benefit

In addition to the cost and timing benefits associated with the construction of a station in Orange, it should also be noted that there will not be significant adverse environmental impacts associated with the construction of the Orange station. Based on the findings in the Draft EA/EIE, there will be no significant adverse environmental consequences associated with the construction of the Orange station. Adverse environmental consequences will result, however, if the proposed railroad station is not constructed.

These adverse environmental consequences will manifest themselves in several ways, including increased traffic congestion, both locally and on I-95, as well as increased air pollution associated with vehicle travel. In addition, the failure to build the railroad station will also result in increased energy use as cars continue to need to burn gasoline to accommodate commuters and reverse commuters.

As these issues clearly illustrate, the construction of a railroad station in Orange will not only have a positive impact on the local and regional economy, it will also have a positive impact on the surrounding environment.

#### Advantages Associated with Constructing Railroad Stations in Both Orange and West Haven

Under the current draft of the EA/EIE, there are only three construction alternatives under consideration by the Department: build nothing, build a railroad station in Orange or build a railroad station in West Haven. Given the positive environmental impacts associated with the construction of a railroad station in either community, a fourth alternative should be considered: build both railroad stations.

Based on the findings contained in the Draft EA/EIE, neither railroad station is anticipated to have any adverse environmental impacts associated with its construction. Indeed, each railroad station is anticipated to have net environmental benefits associated with it. Because they are separate projects, the construction of both stations would not be anticipated to have any cumulative adverse environmental impacts. In

Response 15-5: See discussion for Issue E.

Response 15-6: The environmental impact of a station located in Orange cannot be compared just to the no-action alternative; it must also be compared to the environmental impacts of the West Haven site. The DEA/DEIE compares all three of these alternatives to determine which will provide the most benefits and have the fewest adverse impacts on the environment. The proposed Orange station does offer several benefits when compared to the no-action alternative, but the West Haven site performs the best of all three alternatives, which is why it was selected by ConnDOT as the preferred alternative. Furthermore, the West Haven station will provide greater benefits than those attributed to the Orange station in the comment, such as reduced vehicle miles traveled (VMT), reduced energy consumption, and increased transit use. Therefore, opting for the West Haven site over the Orange site will not result in the negative environmental impacts of building no station at all.

Response 15-7: See discussion for Issue B.

light of the foregoing, the construction of both stations would not be anticipated to have any adverse environmental impacts.

The benefits associated with the construction of both stations will be cumulative. As the New Haven Rail Line is currently constructed, the gap between New Haven and Milford is the largest on the line. If only one station is constructed, there will still be a significant stretch of track for which there is no station. This gap will still be larger than many of the gaps currently located on the line.

Given the size of this gap, it is unlikely that residents of Orange will necessarily gravitate to a station in West Haven (as opposed to Milford), and it is equally unlikely that the residents of West Haven will gravitate to a station in Orange (as opposed to New Haven) if only one station is constructed. Although the effect will not be purely additive, if two stations are constructed, the number of new riders and of boardings diverted from Milford and New Haven will be maximized.

As previously noted, the Draft EA/EIE established that the waiting list for parking spaces at both Milford and New Haven currently exceeds 1500. If a large portion of these 1500 riders can be convinced to divert to the Orange or West Haven railroad stations, this portion of the State will see a decrease in traffic congestion, an increased use of public transportation, smart growth development, and a decrease in air pollution attributable to vehicle travel.

Such commendable effects on the environment should be taken into account by the Department as it chooses its preferred alternative. Accordingly, we request that the Draft EA/EIE be amended to include a discussion of a fourth alternative which would allow for the construction of both railroad stations. In discussing this "two station" alternative, the Department should address the benefits associated with the alternative of constructing two stations over constructing only one station. In formulating this discussion it is likely that the Department will have to re-visit several parameters discussed in the Draft EA/EIE. For example, certain attributes, such as ridership increases, number of boardings diverted from other stations, etc. will likely need to be re-calculated to take a two station alternative into consideration. Once the Department has completed such an evaluation, however, it will have a clear picture of the net environmental benefits associated with such action.

Once the Department completes its research and calculations with respect to a "two station" alternative, we believe that the Department will be convinced that constructing both stations will allow the Department to maximize environmental benefits to the citizens of Connecticut and will most closely adhere to smart growth principles. In addition, the "two station" proposal will have the added benefit of driving economic development in the region and encouraging the use of public transportation. As a result, we believe that the Department should not only consider the "two station" alternative, the Department should also identify the "two station" alternative as its preferred alternative when it issues its final Finding of No Significant Impact and/or its Final Environmental Impact Estimate. By proceeding in this fashion, the Department can ensure that it is doing everything it can to promote smart growth in the State while maximizing the environmental benefits associated with the station's construction.

Michael Mercuriano, Chairman West Haven Train Station Committee.  
Speech from Public Hearing, December 14, 2006, Re: West Haven Train Station.

Good Evening and welcome to our great city of West Haven. It's been a long road to get to this phase of the project, but well worthwhile. On the bright side the West Haven Train Station Committee is looking forward to our new station not just being a stop on the line, but a Intra-Mobile Hub accommodating our bus routes (already in place), the thousands of residents that could walk or bike to our station, the many handicapped that live a short distance away, the shuttle service to and from the V.A. Hospital, New Haven University, and Notre Dame High School. A connection point for our trolley service that runs throughout the city and in the future a connection for high speed ferry throughout Long Island Sound, from our West River deep water sidings.

Hear me! We are a city ready and prepared to take on this train station that the state is about to embark on us. We are ready to take this on as to your recommendations and site plans as appear, with no other adverse hold-up.

On the cloudy side I must be honest that a lot of us are disappointed and confused regarding the theme of this public hearing from your slide presentation (West Haven or Orange) to the article in the New Haven Register 12/12/06 Station headlined (Official To Decide After All Public Comments Weighed).

Let me address this matter of procedure and choice regarding West Haven or Orange. The decision as we all well know, had been made back on December 19,2001 when South Central Regional Council of Governors (its mayors) voted WEST HAVEN AS PREFERRED SITE, Orange as back up based on a no fatal flaw condition. I have a copy of that decision for submission to you this evening –(at this time seeing that you are looking for testimony public comment, statistics, and rider ship reports. I publicly summit to you through our COG all facts, testimony, etc. including approximately 7,500 names on petition in favor of West Haven from that December 19 ,2001 meeting as testimony and fact etc to reflect this public hearing tonight. I also submit to you the resolution of COG June 28,2006 meeting reaffirming again WEST HAVEN THE PREFERRED SITE – and Orange as a back up site under Public Act 06-136 passed May 2006. It further recommends that DOT proceed with the West Haven Train Station first and Orange second. I submit a copy of that decision tonight.

Now I would like to address procedure so everyone hear understands- ( it appears to me there is a flaw in procedure). South Central Council of Government through federal government and the State of Ct make decisions for transportation on a regional basis, based on Federal law, that law entitled the Transportation Equity Act for the 21<sup>st</sup> century-approved June 1, 1998. I also have a copy of that I will submit this evening.

1 Response 16-1: See discussion for Issue J.


I have always envisioned this federal act as law of procedure in making transportation decisions for the region ( an analogy of this is like State Police power under zoning which is handed down from the state to local government) only this law hands the power to the Region under federal law, for transportation decisions.

We now view this federal law not only as procedure but as protection – protection to the region – protection to the City of West Haven. In Summary and conclusion our understanding under Federal, State , Regional and Local Government procedure & law is that West Haven has already been selected as the site. We encourage you to do the right and ethical thing. We patiently await your acknowledgment to these facts.

2

Response 16-2: See discussion for Issue O.

Thank You



Michael Mercuriano

Chairman West Haven Train Station Committee

203 804-7124

cc: Governor Jodi Rell

cc: South Central Regional Council of Governments, Executive Director Judy Gott

cc: State Ethics Committee

cc: State Attorney General Richard Blumenthal

**COMMENT FORM**  
PUBLIC HEARING  
STATE PROJECT NO. 106-116  
NEW RAILROAD STATION  
IN WEST HAVEN OR ORANGE

Please provide any written comments below:

ATTACHED PLEASE FIND \*

(A) Copy - SCRC OF GOV - MEET Dec. 19, 2001  
WM TRAN STATIN

3

Response 16-3: See discussion for Issue J.

(B) Copy - SCRC OF GOV - MEETING JUNE 28, 2006

(C) Copy - TRAN PORTATION EQUITY ACT FOR THE 21<sup>ST</sup> CENTURY

Submitted w/ Verbal Testimony

Name: Michael Mercuriano

Address: 74 OXBOW LANE West Haven, CT 06516

Telephone: 937-8383

Check here if you would like a response via telephone.

Please submit any comments that you may have by December 29, 2006.



Bethany - Branford - East Haven - Guilford - Hamden - Madison - Meriden - Milford  
New Haven - North Branford - North Haven - Orange - Wallingford - West Haven - Woodbridge

**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**  
*Judy Gott, Executive Director*

December 21, 2001

Commissioner James Sullivan  
Department of Transportation  
2800 Berlin Tnpk  
PO Box 317546  
Newington, CT 06131-7546

Dear Commissioner Sullivan:

Please be advised that at the SCRCOG meeting December 19, 2001 the following motion was passed:

West Haven/Orange Rail Station Recommendation  
Motion:

"The SCRCOG shall inform ConnDOT that the West Haven site is the SCRCOG preferred site to be developed as new commuter rail station and that the Orange site be considered for a future site, as the demand for additional parking and service is needed.

And it is further moved:

As ConnDOT proceeds with the CEPA process on both sites as required by law and if ConnDOT determines the West Haven site has a "fatal flaw"; the SCRCOG recommends the Orange site immediately be moved forward in the process to enable the rail station to be constructed as soon as possible."

The motion was adopted 12-3 (Towns voting for Branford, East Haven, Guilford, Hamden, Madison, Meriden, New Haven, North Branford, North Haven, Wallingford, West Haven, Woodbridge. -- Towns voting against the motion Orange, Milford, Bethany.)

I hope this decision allows you to move promptly to the TSB with a recommendation to commence the design process ASAP. Please let me know if I can be of further assistance in accomplishing the SCRCOG motion.

Sincerely,

Judy Gott

CC: All SCRCOG Mayors and First Selectmen

# COG

Bethany - Branford - East Haven - Guilford - Hamden - Madison - Meriden - Milford  
New Haven - North Branford - North Haven - Orange - Wallingford - West Haven - Woodbridge

**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**  
127 Washington Avenue, 4<sup>th</sup> Floor West, North Haven, CT 06473  
*Judy Gott, Executive Director*

## Resolution: West Haven/Orange Commuter Rail Stations

SCRCOG reaffirms its December 19, 2001 resolution "West Haven site is the SCRCOG preferred site to be developed as a new commuter rail station and Orange site be considered for a future site, as the demand for additional parking and service is needed".

SCRCOG endorses the adopted state budget and Public Act 06-136 (An Act Concerning the Roadmap for CT's Economic Future) passed in May 2006 which designates development of two rail stations between New Haven and Milford.

SCRCOG further recommends the Transportation Strategy Board and ConnDOT proceed with the West Haven commuter rail station first and Orange commuter rail station second.

### *Certificate*

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on June 28, 2006.

Date: June 28, 2006

\_\_\_\_\_  
*James L. Richetelli, Jr.*  
*Secretary*



**METRO-NORTH RAILROAD COMMENTS FOR  
WEST HAVEN AND ORANGE STATION  
DRAFT ENVIRONMENTAL DOCUMENTATION**

The following comments are based on the review of the DEIS/Draft State Environmental Impact Evaluation for the West Haven/Orange Station project.

- The report continually references new station "ticket offices". It is likely that these stations will not have ticket agents but will only have ticket vending machines. The term "ticket office" should be changed to "ticket vending machine area". 1
- The report references to 10' wide, high-level side station platforms at both stations. As per MNR station standards a minimum width of 12' is required for high-level station platforms. 2
- The West Haven Station proposal includes a new overpass while the Orange Station proposal includes a new underpass. The construction of an underpass will likely have a greater impact to MNR operations during the construction period. The responsibility of maintenance of the underpass, overpass and station facility should be clearly identified and agreed upon with all concerned parties. 3
- The sketches for the overpass and underpass include a description of an elevator, but reference to the elevator is not included in the text. Because of possible ADA issues, the text should explicitly include the addition of elevators in any over/underpass. 4
- There is no discussion of possible new bus routes serving the stations. New bus routes may additionally divert automobile traffic off of the major roadways. 5
- Drainage: 6
- Orange. From the look of the schematic site map, the Oyster River culvert goes under the MNR ROW. Care would be needed to ensure that the culvert is of adequate size and strength. 6
- West Haven: There is no description of how the systems combine to flow out to the Cove River. Drainage is always of import to Metro-North because as you know any additional runoffs produced by development resulting from the proposal not increase the likelihood of flooding of the railroad right-of-way. As you may be aware, this issue is of great significance as flooding of railroad facilities has the potential to cause an emergency. In the same vein, slopes must be protected to prevent washouts from heavy rains. Metro-North requests the opportunity to review any storm water pollution prevention plan prepared for the project. 7
- Utility/catenary relocation: Under the construction impacts for West Haven there is a comment that Relocation and/or modification to the catenary poles in the vicinity of the pedestrian bridge are also likely. There is no discussion of utility/catenary relocation at the Orange Station. 8
- The operations impact due to modifications/relocations of catenary poles and wires must be discussed and reviewed in detail by CDOT and MNR. The complete replacement of track-5 is required at both locations per the proposal. Any disruptions caused by the replacement of track-5 and its impact on main line tracks should be evaluated. Also, any additional signalization requirements and revision to existing track layout including the installation of new turnouts should be reviewed for both stations. 9
- The continuous track and power outage requirements for the construction of a new station facility and its supporting structures should be identified and reviewed for any service disruptions. 10
- The installation of Public Address announcements system and other communications requirements per MNR station standards should be considered for both locations. 11

Response 17-1 through 17-11: Metro-North Railroad's comments regarding station platforms, platform access, ticket offices, drainage, utility/catenary relocation, design requirements, and operations disruptions will be taken into consideration and addressed during the final design of the West Haven station.

From: Craig Schultz [schultz@MNR.ORG]  
 Sent: Friday, January 26, 2007 12:49 PM  
 To: Rajendra Kasbawala  
 Cc: Jim Clark; Albert Santini; Wayne Staley  
 Subject: West Haven/Orange Station EIA Comments

C&S Preliminary comments on the DFEA/EIA West Haven/Orange stations dated Nov 06:

Communication:

At this time, due to the non-technical nature of the document, the communication department has no additional comments to the posted comments of 22 Jan 07. However, so as to not cause any undue delays or re-designs, the communication department needs to be involved early in the design effort to ensure MN design and material standards are adhered to.

Signal:

The document does not contain any signal design specifics, however the following should be considered since both proposed stations call for the restoration of track 3 (called 5 in the document):

- The 31 crossover needs to be installed at CP-271 so as trains leaving CP-272 on tracks 1, 2, and 4 can access track 3 (platform track). The signal circuits at CP-271 were designed and created with the 31 crossover in mind (number 20, 45 mph).
- Since track 3 is interrupted west of CP-266, the 13 crossover needs to be restored so trains can access other tracks. Other than the checking/restoring/testing of equipment, CP-266 is signal-ready for this crossover, as long as its replaced in-kind (number 20, 45 mph).
- The control office (OCC) needs to be updated showing the restored configuration.
- Although the signal system once included track 3 through the proposed station locations, the wayside locations need to be thoroughly examined, restored, and tested before commissioning. If during the restoration process unavailable, outdated, or non-functional equipment is encountered, newer options will need to be considered.
- Turnouts and/or electric locks through the affected area should be considered for inclusion/restoration.

Like the communication comment above, so as to not cause any undue delays or re-designs, the signal department needs to be involved early in the design effort to ensure MN design and material standards are adhered to.

**18-1: Signal design specifics will be addressed in the final design of the West Haven station. Metro-North Railroad's signal comments will be taken into consideration during the final design.**

*From the Desk of:*  
*Robert Brown*  
*Orange, Connecticut 06477*

To:  
Mr. Edgar T. Hurlle  
Trans. Planning Director  
CT DOT

Re: Proposed Rail Station for Orange/ West Haven

Thursday, December 28, 2006

Dear Director Hurlle,

I am writing to make my comments known on the proposed railway station (Project No. 106-116). I feel that the title given 'New Railroad Station in West Haven or Orange' is the wrong title. I feel that with the direction gasoline prices are heading and the airfare rate as well that several additional railroad stations are needed. If a rail station was added in both Orange and West Haven rail usage would increase in the Orange/ West Haven area. This would be in part of a decreased travel time because of more locations for different trains to make pick up/ drop offs. Riders would also have the option of catching the train at several different locations, Milford, New Haven, Orange, and West Haven. Congestion would decrease and, as mention earlier, usage would increase because of the frequency of stations.

I have been to the New Haven's Union Station, the closest one to West Haven and Orange and I felt that it was a mess. It was not Metro North, AmTrack, Acella, or Shoreline East's fault, but the fact that so many people are forced to use the New Haven station because of the number of stations or the lack there of. But, if more stations are added then the congestion would decrease.

This would also add to the possibilities of school and youth groups. The youths would be able to take a trip up to Boston or New York and cut the time in half. The only way currently for a youth or school group to arrive in New York or Boston is by bus or car. If we were to have a train station in West Haven or Orange the groups would just have to pile in the bus and head to the station and load onto a few trains. This would save money for the groups. How? Instead of renting 4 or 5 busses, which is the amount it takes to accommodate a grade of 100-200 kids (that's about how many children are in a grade in Middle School and that number increases largely when you enter high school) they would just need 1-3 rail cars. Supervision of the said cars would be easier because the set

1

Response 19-1: See discussion for Issue B.

2

Response 19-2: A commuter rail station in West Haven would be served by the Metro-North New Haven Line terminating at Grand Central Terminal in New York City and Union Station in New Haven. The station would not provide direct access to Boston, but New Haven Line riders can transfer to Amtrak service in New Haven, which does serve Boston. This line would provide schools with an additional transportation option for accessing the multitude of cultural and educational resources found throughout the Metro-North corridor.

up of a train car it is more spacious than a school bus. This would also add the likelihood of those youths using rail transportation as an adult because of familiarity with the process of a rail station.

Location is key. If you have a bad location you will end up closing the site within a few years. I'm not too familiar with the City of West Haven. But, I can speak about the location of the Orange site. Marsh Hill rd. is a busy road in Orange, and if more people saw and said, "Oh, there's a train station nearby!" they would stop their morning ritual of driving to work; they would drive to the station they see every single day and ride to the station closest to their place of employment. I do have one question about your West Haven location. I am not a realtor nor am I anyone that specializes in geography. I am just an 8<sup>th</sup> grader that is a community activist and I do not see how the West Haven Location is doable (please see figure 1-1 below). The image (from Google Earth) shows some sort of structure or construction site where the site is intended. Do you plan on buying the building and tearing it down? What are your plans? **I am asking for a response to this letter.**

I would like to thank you for reading my testimony. Please contact with a response that you received this letter. I have sent this letter by both postal mail and email (as a PDF attachment) for guaranteed delivery.

Respectfully yours,

Robert Brown  
796 Quarter Mile rd  
Orange, Connecticut 06477-1533

3

Response 19-3: The West Haven station would require ConnDOT to acquire 19 parcels totaling 8.13 acres, including 1 vacant parcel, 4 residences, and 14 businesses. The current residents will need to relocate. The business relocations may result in short-term employment impacts, however, it is anticipated that these can be managed effectively by ConnDOT so that impacts are minimized. At the time of the property taking, ConnDOT will meet with all property owners and tenants to discuss the property relocation service costs and property taking process, which includes conducting an appraisal of the property to determine its fair market value. All property acquisitions will be subject to the provisions of the Uniform Relocation Assistance and Real Property Act of 1970.

After the property is acquired, ConnDOT will clear the existing structures and build the new station. Although some places of employment will have to relocate, the new station is anticipated to spur economic development in West Haven, which will bring jobs to the city and generate taxes.

Figure 1-1—West Haven Site



20 RECEIVED

COMMENT FORM  
PUBLIC HEARING  
STATE PROJECT NO. 106-116  
NEW RAILROAD STATION  
IN WEST HAVEN OR ORANGE

DEC 29 2006  
ENVIRONMENTAL PLANNING  
DIVISION

Please provide any written comments below:

The following comments are respectfully submitted in regard to the public hearing of

December 11, 2006 as held at the High Plains Community Center in Orange Connecticut:

1. Section 5.3.1 and associated maps and charts of the Draft Federal Environmental Assessment / Draft State Environmental Impact Evaluation does not take into consideration many of the secondary traffic problems that will be created by a station located at the proposed site in Orange. To be more specific, the width and nature of Lambert Road North of the Boston Post Road are insufficient to handle morning and evening commuting traffic from the East Orange and Woodbridge areas. This is a narrow country road barely two lanes wide at places and is the major direct feeder of traffic to the Marsh Hill Road site. So also, Orange Center Road north of the Post Road has narrow and congested areas that will become overly stressed by commuting traffic. Racebrook Road appears to be sufficient in width, etc. but as shown by the draft study the route from the Post Road to Marsh Hill Road via Indian River Road will be a serious problem as well. See your Figure 5.3-2 for locations of the above sited roads that will become a problem. In addition, the section of Old Tavern Road and the section of the Post Road between Racebrook and Marsh Hill will also become severely stressed and have not been properly assessed in the study.

1

Response 20-1: See discussion for Issue M.

2. The study makes little mention of the dangers of commuting traffic passing through six school zones during morning hours as cars head to the proposed station from West Haven and the West Shore area. Our Lady of Victory School on Jones Hill Road, Bailey Middle School on Morgan Lane, Pagels School on Benham Hill Road, Mackrille School on Jones Hill Road and Seth Haley School on South Street are all located within the potential traffic flow areas. And, approaching from the south (north end of Milford) there is another school

2

Response 20-2: See discussion for Issue M.

Name: David C. Carmody

Address: 150 Church Street, West Haven, CT 06516

Telephone: 203 937-0218

Check here if you would like a response via telephone.

Please submit any comments that you may have by December 29, 2006.

**COMMENT FORM**  
**PUBLIC HEARING**  
**STATE PROJECT NO. 106-116**  
**NEW RAILROAD STATION**  
**IN WEST HAVEN OR ORANGE**

2

Please provide any written comments below:


located on Merwin Avenue which will be a major approach area for morning traffic.

As well, I do not find any proper assessment of the traffic backup and congestion which will occur on the narrow sections of Oxford Road where it crosses the railroad tracks.

3  
4  
3. The draft study does not properly assess the impact of water runoff into the Oyster River and the nature of such runoff. No system can be made to eliminate all polutions from entering that waterway. Dismissing the waterway as unimportant appears to be the aim and decided direction of this study. You received testimony from my clien Thomas J. Tupka of 99 Cooper Road, West Haven as to the nature of the river and its apparent inability to handle increased runoff volume. He also pointed out the fragility of the ecological system along the river. Further, no mention at all was made as to the secondary effects of tidal backups. While this area of the Oyster River is not tidal in nature it is profoundly effected when tides at the mouth leading into Long Island Sound are higher than normal. At such times the whole river backs up into the area of the proposed Orange Station and forms a long back-water or lake.

5  
4. The ecological disaster to the habitat of the Eastern Box Turtle, which is ~~undisputed~~ a threatened species in the area, is summarily dismissed as being of little consequence, is not only unacceptable, it is ILLEGAL. I have been informed that the study in regard to the turtles was made during the winter when they were all in the mud and not utilizing their roaming and foraging areas which will be destroyed. You may rest assured that any attempt to pave over these areas for the construction of a station will be met with the full attention and resistance of environmental groups.

In conclusion, the Orange site DOES HAVE FATAL FLAWS AND SHOULD NOT BE CONSIDERED AT ALL.

Name: David C. Carmody 

Address: 150 Church Street, West Haven, CT 06516

Telephone: 203 937-0218

Check here if you would like a response via telephone.

Please submit any comments that you may have by December 29, 2006.

Response 20-3: See discussion for Issue M.

Response 20-4: See discussion for Issue P.

Response 20-5: See discussion for Issue K.

**COMMENT FORM**  
**PUBLIC HEARING**  
**STATE PROJECT NO. 106-116**  
**NEW RAILROAD STATION**  
**IN WEST HAVEN OR ORANGE**

Please provide any written comments below:

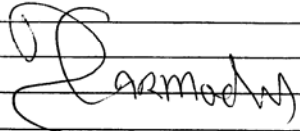
See attached two page comment

David C. Carmody

150 Church Street

West Haven, CT 06516

203 937-0218



12/27/06

Name: DAVID C. CARMODY OFFICE  
754 SAVIN AVE. P.O. BOX 447  
Address: WEST HAVEN, CT 06516-0447 203 934-2869  
Telephone: \_\_\_\_\_

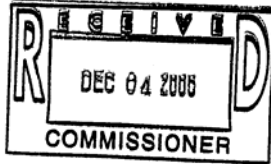
Check here if you would like a response via telephone.

Please submit any comments that you may have by December 29, 2006.



Wrzosek, Marie

From: Sandiaes, Linda [Linda.Sandiaes@ct.gov]  
Sent: Friday, December 01, 2006 2:24 PM  
To: Marie.Wrzosek@po.state.ct.us  
Cc: Fiducia, Lorraine T.; Carpenter, Ralph J.  
Subject: Please Respond Directly to Constituent



Control No: 104011  
Received: 12/01/2006  
Due: 12/15/2006  
Response: 12/01/2006

Issue: Transportation - Railroad

Type: Electronic Mail  
Status: Closed Correspondence

Origin:  
Mr. Thomas Conroy  
Tom\_conroy@cityofwesthaven.com  
West Haven, CT 00000-0000

Remarks:  
12/1/2006 email re: the West Haven train station. Sent to DOT to review and respond.....LS

Referred By: Linda Sandiaes

Referred To: Commissioner Ralph J. Carpenter (860) 594-3000  
Action: Please Respond Directly to Constituent  
Referred: 12/01/2006 Due: 12/15/2006

Notes:  
12/1/2006

Please respond directly to the constituent, regarding the following letter, on behalf of Governor Rell. Also, please acknowledge that the Governor referred it to your agency.

It is not necessary to send a copy of response to the Governor's Office. The constituent has been instructed to contact the Commissioner's Office directly if they do not hear from the Agency within two (2) weeks.

If you have any questions, I can be reached at 524-7352. Thank you.

Linda Sandiaes  
Staff Assistant  
Office of the Governor

-----  
12/1/2006

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

From: Tom Conroy [mailto:Tom\_conroy@cityofwesthaven.com]  
Sent: Friday, December 01, 2006 11:57 AM  
To: Governor Rell  
Subject: West Haven Train Station

#  
6926

Dear Governor Rell:

First, congratulations on your election. Now I would like to discuss with you the train station or stations you are planning to build in West

Haven and Orange. First why do we need two stations? Is this politics as usual? Did anyone ever bother to poll the commuters that get on before West Haven do you think that they want to make two more stops? It's going to take 4 hours to get to New York in the morning. The money West Haven is planning to spend, some 40 million dollars, for what? I have not seen anything that looks like economic development in any thing I have read about this project. In less you want to include the condos in the Armstrong building. I don't if you have ever been to West Haven I know there is only about 10 of us Republicans so it doesn't make much sense to come here. But we are already over populated and I can not see people buying condos located on railroad tracks with a view of Stop and Shop on one side and the dog pound on the other side.

Now, my idea would be to put one train station on Morgan Lane which is where Bayer is located. Currently there is an empty chemical plant and the soon to be empty Sikorsky Building. Now both of these will probably need to be cleaned up so why don't you do like they did in Stratford with Raybestos when they just capped they property. You could probably have a more than 500 parking spaces there, just put in a platform a Dunkin Donuts and a newspaper stand and it's done. You would probably have to widen the railroad underpass like they did in Milford. This could all be done probably with the 11 million dollars you proposed. There is a road that runs behind Bayer which leads right to the I-95 in Orange. This way you are making both towns happy. We must also make that Bayer building as attractive as possible for both cities.

I also suggested to the Mayor of West Haven we purchase some property located on the other side of 95 and build a golf course. Something else West Haven does not have. This also would make the Bayer building more attractive. I didn't get a great response from him probably because the city is broke.

In closing I just like to say that two train stations is a waste of our money and I think your people could come up with some better ideas or you will be bailing out West Haven once again.

Thank you,

Thomas Conroy

West Haven

-----  
12/1/2006

December 1, 2006

Mr. Thomas Conroy  
Tom\_conroy@cityofwesthaven.com

Dear Mr. Conroy:

Thank you for your correspondence to Governor Rell regarding the West Haven train station. The Governor appreciates the time you took to write your letter.

Governor Rell has been apprised of your correspondence and has asked that I forward your concerns and suggestions to Commissioner Ralph J. Carpenter's office at the Department of Transportation to review and respond to you directly. If you do not receive a response from the Department of Transportation within two weeks, please feel free to call the Commissioner's office at (860) 594-3000 or contact the Governor's Office at (860) 566-4840 or 1-800-406-1527, should the need arise.

Thank you again for your letter to Governor Rell.

Response 21-1: Adding an additional station in West Haven, the ConnDOT preferred alternative, between the existing Milford and New Haven Stations will extend the total travel time of the line, extending the trip time for trips to or from New Haven. An operational analysis for the alternatives found that the proposed West Haven Station would add 2 minutes to the scheduled travel time between New Haven and Milford. Although the West Haven station will extend travel times for riders boarding in New Haven, the travel time increases are relatively small and the added station will benefit New Haven riders by decreasing demand at the New Haven station.

Response 21-2: See discussion for Issue D.

Response 21-3: See discussion for Issue A.

Mr. Hurle,

My name is Frank M. DiLieto Jr. and I am submitting to you my comments regarding the proposed Orange train station. I reside in Orange, CT at 506 Racebrook Road and I own and operate an orthopaedic appliance company Orange, CT at 284 Racebrook Road (Med-Aid Sports Medicine LLC). I am also the owner of three parcels of land abutting Dichello Distributors in Orange, CT. The parcels of land I own are 65 Marsh Hill Road, 69 Marsh Hill Road, and 15 Salemme Lane. These parcels of land are part of the six parcel acquisition laid out by the D.O.T. in its “Draft Environmental Assessment/Draft State Environmental Impact Evaluation” for a new railroad station in Orange, CT. I have plans to develop this land and I support the Public/Private proposal submitted by Dichello Distributors utilizing Salemme Lane as an Entrance/Access to the proposed Orange train station, thus eliminating the unnecessary acquisition of parcels of land and creating a direct route to the train station. Using Salemme Lane as an Entrance/Access offers other benefits as well.

Utilizing Salemme Lane as an Entrance/Access allows Dichello Distributors to continue to utilize their employee parking lot and positions the Entrance/Access to the train station at a reasonable distance from Dichello’s main entrance creating a straight and direct route to the train station. The traffic light located at Salemme Lane can also be utilized by using Salemme Lane as the Entrance/Access. Since the traffic light is located at Salemme Lane, it will create an organized and smooth traffic flow which will benefit cars traveling on Marsh Hill Road, people entering and exiting the train station, and employees of Dichello Distributors entering and exiting their facility. Lastly, utilizing Salemme Lane as an Entrance/Access to the train station will eliminate the need to acquire my parcels of land and others through eminent domain, saving the state a tremendous amount of money. It also allows me to continue the development of my land.

1

Response 22-1: See discussion for Issue E.

2

Response 22-2: See discussion for Issue E.

Using Salemme Lane as an Entrance/Access to the Orange train station benefits the State of Connecticut, the Connecticut D.O.T., the proposed Orange train station, Dichello Distributors, the town of Orange, the public, and me.

I believe a train station in Orange will benefit the town of Orange. Better accessibility will increase our property values and attract more businesses to our area. As a business owner based in south central Connecticut, who travels the I-95 corridor from Greenwich to Groton on a daily basis, I can fully appreciate the need to reduce the number of cars traveling I-95. I believe the Public/Private proposal is a win/win situation for both the state of Connecticut and the town of Orange. I look forward to hearing from you.

Respectfully,

Frank M. DiLieto Jr.  
203-927-4051

*Crosby-Kott*

**COMMENT FORM  
PUBLIC HEARING  
STATE PROJECT NO. 106-116  
NEW RAILROAD STATION  
IN WEST HAVEN OR ORANGE**

23

Please provide any written comments below:

December 20, 2006

Dear Reader:

I attended your December 11, 2006 public meeting at the High Plains Community Center in Orange, CT and found that the presentations were very good.

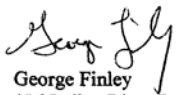
Although I asked several questions at the meeting, I later thought of another that deals with the subject of freight trains and freight cargo and the questions are:

- Will the station in Orange be used for both passenger and freight service?
- Since the subject of an additional train station[s] goes back some 5 years, did the subject of freight usage ever come up?
- If yes, what discussions and decisions took place?
- If yes, could the station in Orange start as passenger & later change to both passenger & freight? What date is seen for the freight service?

1

Response 23-1: The West Haven station will not be used to load or unload freight.

Thank you,

  
George Finley  
126 Indian River Road  
Orange, CT 06477-3620

Cc: The Honorable James Zeloi, 1<sup>st</sup> Selectman, Town of Orange

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Check here if you would like a response via telephone.

Please submit any comments that you may have by December 29, 2006.

**DiLuca, Jessica L.**

---

**From:** Hall, Keith T.  
**Sent:** Thursday, December 14, 2006 7:47 AM  
**To:** DiLuca, Jessica L.  
**Subject:** FW: new railroad station in West Haven

Jessica - please print and file

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

From: Hurle, Edgar T.  
 Sent: Thursday, December 14, 2006 7:42 AM  
 To: 'denise sabal'  
 Cc: Hall, Keith T.; Hall, Keith A.; Holden, Cynthia S.  
 Subject: RE: new railroad station in West Haven

Ms. Sabal:

Thanks for you comment. It will be given due consideration in developing the recommended action for the Final Environmental Document.

Ned Hurle  
 ConnDOT

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

From: denise sabal [mailto:dnutmeg@hotmail.com]  
 Sent: Tuesday, December 12, 2006 8:28 PM  
 To: edgar.hurle@po.state.ct.us  
 Subject: new railroad station in West Haven

Dear Mr. Edgar T. Hurle,

I am a resident of West Haven and am very eager to have a railroad station here in West Haven. To get to Grand Central Station, I have to travel to the Milford railroad station. and siince I do not drive. I have to juggle unsatisfactory public transportation schedules to get to the Milford railroad station and back. I, and many, many commuters need a West Haven station.

Unfortunately I shall be in New York on Thursday, December 14, next, and will not be able to attend your public hearing at the Savin Rock Conference Center.

I hope "Santa" will bring our long-needed local railroad station here to West Haven to benefit countless people from many communities.

Gratefully.

Mrs. Denise Sabal

---

Get the latest Windows Live Messenger 8.1 Beta version. Join now.  
<http://ideas.live.com>

1

Response 24-1: See discussion for Issue N.

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

From: Scott Tietjen [<mailto:stjen@acm.org>]  
 Sent: Wednesday, December 27, 2006 1:25 AM  
 To: edgar.hurle@po.state.ct.us  
 Subject: West Haven Train Station comment project 106-116

My name is Scott Tietjen, and I live at 387 Center Street in West Haven (CT 06516). I was the last speaker at the public session held at the Savin Rock Conference Center, but wanted to add on to my comments.

As I mentioned at the public session, I am a train commuter -- in fact, I got off my train that evening and rushed to the hearing, arriving about 15-20 minutes after it started. I currently have to use Milford train station to get to NYC / GCT (I work downtown in the financial district).

Currently, my overall commute is 2.5 hours each way, 5 hours round trip daily. I leave my house around 6:30AM, get to the Milford station around 6:45-6:50, park, and just barely make the 6:51AM express train to GCT. (If I miss that one, I need to get the 7:04AM express.) Upon arrival at GCT at 8:18AM (if it's on time), I then have to take a 20 minute subway ride all the way downtown, and then have a 10 minute walk to my building -- I get to my desk around 9AM under normal circumstances. On the flip side, I would leave work around 5PM, walk to the subway, ride to GCT, then hopefully catch the 5:38PM express train back to Milford (or the 6:04PM express, or later); it gets in around 7:05PM, and hopefully I'll be home by 7:30PM -- a 13 hour day, with five commuting hours.

Right now, I have to drive about 7 miles each way up/down I-95 to get to the Milford station. If I had a West Haven station, it would only be a few blocks away -- perhaps a quarter mile, and I could walk it easily. Maybe I could leave about 5 minutes later, but I'm also saving all my car time, plus my parking fees in Milford.

(You really need to boost train service overall -- on my usual train, it leaves New Haven about half-full; in Milford most of the rest of the reasonable seats are taken. At Stratford, that more or less fills up all of remaining the Center seats. Most people getting on at Bridgeport have to stand all the way to Stamford -- luckily many of them get off there. At Stamford, the train fills up again, at least back to the level that Stratford had previously filled it, for the express ride into GCT. It gets worse if we're short a car. You need to do more to get longer trains on the line, sooner, with newer cars. But that's besides the point of this comment.)

Further, I believe that your stats for new boardings/trips for West Haven will be much greater than you estimate; with the impending loss of Bayer in that corner of West Haven near the proposed Orange station, your numbers for Orange are going to be too high.

West Haven wants their train station; the people of Orange are probably going to fight you against this, just like they've been fighting Stew Leonards. West Haven has support systems already present; Orange has to build up the necessary infrastructure. In short, West Haven is going to be better

1 Response 25-1: See discussion for Issue G.

2 Response 25-2: See discussion for Issue Q.

than you can imagine; Orange is going to need a whole new analysis, and perhaps even a new station design/location. Or maybe it doesn't need one at all, at least not before you get West Haven built.

It was pointed out to you many times that State Law is going to require that you build a West Haven station ASAP, and an Orange Station sooner or later. There is already federal support, state support, regional support, local support, business support, police support, fire and emt support, mass transit support, for a West Haven Train Station. This is overwhelmingly agreed by everyone that this is the right thing to do for so many reasons.

Environmental impacts for WH are minimal -- stop stalling and get moving. Skip any remaining steps and start acquiring the land, get an architect going, and get this thing started As Soon As Possible -- preferably break ground by this time 2007 -- don't wait until 2009 to get going, or it'll never start, and never finish in any reasonable time.

Even the FDA, if it is holding a double-blind drug trial, if it sees overwhelming benefits and few side effects of a new drug on a target community, versus the control group, it can stop the trial early to allow the control group to participate in the benefits of the new drug. Well, this train station in West Haven is such a new lifesaving drug -- there is such a clear direction that you must stop this lollygagging and get moving now.

Build this station -- do it now.

Thank you very much.

-- Scott Tietjen, stjen@acm.org

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Response 25-3: See discussion for Issue H.

4

Response 25-4: See discussion for Issue O.





# **Appendix F**

## **Orange Public Hearing**

### **Transcript**

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**TRANSCRIPT OF:**

**DEPARTMENT OF TRANSPORTATION**

**PUBLIC HEARING  
STATE PROJECT NO. 106-116**

**New Railroad Station  
Town of Orange or City of West Haven  
Draft Federal Environmental Assessment/  
Draft State Environmental Impact Evaluation**

**December 11, 2006  
Town of Orange, Connecticut**

**Connecticut Department of Transportation  
Public Hearing  
State Project 106-116  
New Railroad Station  
Town of Orange or City of West Haven  
Draft Federal Environmental Assessment/  
Draft State Environmental Impact Evaluation  
December 11, 2006  
Town of Orange**

**JOSEPH CANCELLIERE:** Good evening. Can you all hear me okay? My name is Joe Cancelliere. I'm with the State of Connecticut Department of Transportation and I will serve as moderator for tonight's Public Hearing.

I would also like to introduce Julie Pond on my left, and Kathy Strauss. Julie and Kathy are from the State of Connecticut Commission on the Deaf and Hearing Impaired and they are here this evening to assist anyone, to sign the public hearing this evening for anyone who has a hearing impairment. Is there anyone this evening that has a hearing disability, that needs their assistance? Raise your hand. Okay. Seeing none, they're gonna have a very light evening. Thank you.

Again, I'm from the State of Connecticut Department of Transportation and we've assembled there this evening to present the Draft Federal Environmental Assessment/Draft State Environmental Impact Evaluation for the construction of a new commuter rail station at the eastern end of the New Haven rail line. And before I go any further, I would like to explain to you all just what an

Environmental Assessment/Environmental Impact Evaluation is, and what purpose it serves.

The Department's proposal to construct a new commuter rail station is being developed with a combination of Federal and State funds. A requirement of these funding programs is that the Department follows established procedures in the National Environmental Policy Act and the Connecticut Environmental Policy Act, commonly referred to as NEPA and CEPA respectively. Among other things, these regulations require that the Department conduct a study of potential social, economic and environmental impacts associated with the proposal, and document the findings of that study in a published report.

The NEPA and CEPA regulations are similar in nature. However, the published reports, often referred to as the environmental document, are different in title. In the case of the NEPA regulations, the document is referred to as the Environmental Assessment. In the case of the CEPA regulations, the document is referred to as an Environmental Impact Evaluation. Due to the similarity of these regulations, both studies have been combined into one publication, which is referred to as the Environmental Assessment/Environmental Impact Evaluation. And because this document is in draft form, it is more accurately referred to as the Draft Environmental Assessment/Draft State Environmental Impact Evaluation. And for

simplicity purposes, we will refer to this document as the “Draft Environmental Document” throughout the hearing tonight.

This Document details alternates to the proposed commuter rail station, the potential social, economic and environmental impacts associated with each alternate, and also included recommendations to mitigate any adverse impacts which have been identified.

The Department is evaluating two potential sites for this commuter rail station between the existing stations in Milford and New Haven. Our objective this evening is to provide the general public with a brief overview of the Draft Environmental Document as it relates to both sites, but more importantly we are here to listen to your comments or concerns relative to the environmental impacts associated with our proposal.

The Draft Environmental Document for this project has been available for public review since November 7, 2006 at the Town Clerk’s Office at 617 Orange Center Road in Orange, and at the Case Memorial Library at 176 Tyler Road in Orange. It’s also available for public review at the South Central Regional Council of Governments at 127 Washington Avenue, North Haven, and at the Connecticut Department of Transportation Library at 2800 Berlin Turnpike in Newington, during normal business hours. You may also view the Document on the

Connecticut DOT website, that's [www.ct.gov/dot](http://www.ct.gov/dot) under the heading of Project Studies. However, please note that there are no appendices on the website version of this Document.

Additionally, the Draft Environmental Document was transmitted to approximately 50 Federal, State and Local agencies and individuals for their review and comment.

And lastly, in preparation of tonight's public hearing, legal advertisements were placed in the *New Haven Register* on November 11, November 21, and again on December 15, I'm sorry, December 5, and in the *Orange Bulletin* on November 16, November 23, and again on November 30 notifying the general public of the availability and locations of the Environmental Document for review, and also notifying the general public of this hearing tonight. And judging by the attendance this evening, I trust the word successfully got out.

The Environmental Document for this project was prepared by the consulting firm of VHB, Inc., represented here this evening by Mr. David Wilcock, Project Manager, who is seated on my immediate right.

It is my intent to conduct a fair and orderly hearing this evening utilizing the following format. Mr. Wilcock will provide a brief overview of the commuter rail station alternates and the environmental concerns of each alternate as identified in

the Document. His presentation should take about 20 minutes or so and I would appreciate your attention and patience throughout his presentation.

Following the formal presentation, I will welcome any comments or questions that you may have. If you wish to comment on the Draft Environmental Document this evening, we have a speaker sign-up sheet, as I indicated earlier. It's located at the entrance to the hall. If you sign up to speak, I ask that you please print your name legibly. When we get to the comment portion of the hearing, I will call your name from the speaker list, ask you to come forward to the microphone to make your comments. That would be the microphone in front of the hall.

This hearing may be different than other public meetings that you may have attended in that these proceedings will be recorded, and experience has shown that audible recordings can only be made if the speaker uses the microphone which is connected to our recording equipment. Again, that's the microphone at the end of the aisle. Comments from the floor will not be picked by the recording equipment

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Due to the number of people in attendance this evening there will be a three-minute time limit on all first time speakers and there will be no yielding of your unused time to any other speaker. I typically have a small timer to help me gauge your speaking time, however, we must have left that in the Barn this evening, so it



will be up to me to determine when your three minutes are up. I just ask if you choose to speak, please use your time at the microphone judiciously and if everyone could just please exercise a little patience and courtesy, we'll get through this process in good form. We must impose these rules so that everyone has a fair and equitable opportunity to comment on the project this evening.

After all first time speakers have been recognized, anyone who wishes to speak again will be afforded a reasonable amount of additional time. For those individuals who have a prepared statement, you may read it into the record if you desire. However, if your statement is lengthy, I would suggest that you offer a print copy of the statement for the record and give a brief summary of its contents. These written statements carry as much weight as the verbal testimony that we receive this evening.

As a result of information that you might have learned at tonight's public hearing, you may make additional written comments on the proposed project. Written comments or exhibits may be mailed or delivered to the attention of Mr. Edgar T. Hurlle, Transportation Planning Director at the Connecticut Department of Transportation. Written statements or exhibits must be reproducible in black on white paper not larger than 8.5 by 11 inches in size, and this is most important, the deadline for receipt of written comments on this project is December 29, 2006, and

all of that information is available in the handout that you should have received when you walked in the hall this evening, except that Mr. Hurle's phone number is recorded incorrectly. You might want to note that his actual phone number is 594-2005. 2005 was a very good year for white wine!

I would like to mention that with us this evening are other State Officials who will observe the proceedings this evening, and let me take a moment to introduce them as well. First of all, Mr. Edgar T. Hurle, Transportation Planning Director seated to the right of Dave Wilcock. To his right is Mr. Scott Hill, Principal Engineer with our Facilities Design Group, and I think on the far right would be Mr. Keith Hall, Project Manager also with our Facilities Design Group. I'd like to mention that also with us is Mr. Stephen Degen. Would you just stand up, please, Steve? He's a Property Agent at the Connecticut DOT Office of Rights of Way.

This is not, I need to enforce, this is not a design presentation and it would be premature to discuss property acquisitions at this time. However, these questions always come up and if you have a specific property question or concern, please note that we have a DOT property agent with us this evening and if you could take him aside out in the hallway or catch him after the close of this meeting, he should be able to answer any of your property-related questions.

So, at this time I'd like to turn the podium over to Mr. Dave Wilcock who

will proceed with the formal presentation. Thank you.

**DAVE WILCOCK:** Thank you, Joe, for that introduction. As Joe indicated, we have about a 20 to 25 minute presentation this evening that will be followed by the public comment session. Our presentation will include a summary of the key elements of the study process: the project purpose and need, a brief description of the alternatives considered, identification of the technical studies completed in support of the Environmental Study, a comparison of the alternatives, the issues to be considered in the site selection process, and look at where we stand in the study process.

As Joe stated in the introduction, this Environmental Study has been prepared in accordance with the National Environmental Policy Act and the Connecticut Environmental Policy Act. This joint process required the full evaluation of the potential environmental, social, economic and transportation impacts and benefits of the alternatives. A variety of Federal and State agencies have been involved in the process. The Federal Transit Administration is the lead Federal agency. The Federal Highway Administration is a cooperating agency.

As indicated, one combined Environmental Document, the Draft Federal Environmental Assessment/Draft State Environmental Impact Evaluation, has been produced. This Draft Environmental Document has evaluated both the West Haven

and Orange alternatives and presents the findings of each alternative as well as the No Action alternative. The final Environmental Assessment, final Environmental Impact Evaluation Document will identify a recommended action based on the findings of the Draft, public and agency comment on the Draft Document.

The purpose of the proposed action is to construct a new commuter rail station on the New Haven line, between New Haven and Milford, to accommodate existing and future ridership demand. This action is anticipated to provide the following benefits: increase the parking supply on the east end of the New Haven line to accommodate existing and future riders, improve access to commuter rail for residents of the south central area of Connecticut, especially residents of West Haven and Orange, reduce roadway congestion, reduce emissions and fuel consumption associated with single-occupant vehicle trips, and meet State and Regional transportation planning objectives.

A new commuter rail station is needed to accommodate existing and future commuter rail riders. Increased rail ridership and improved accessibility to rail is needed to reduce single-occupant automobile trips that contribute to roadway congestion and to the emissions of air pollutants. Specifically, additional access to the New Haven commuter rail line is needed because the two adjacent stations are over capacity and limit availability of commuter rail service. Increased transit use

on the New Haven commuter rail line has the potential to reduce traffic demand along the over-capacity I-95 corridor.

Three alternatives were evaluated in the Draft Environmental Document, the No Action alternative, the West Haven alternative, and the Orange alternative. Analysis was completed for the base year 2009 and the horizon year 2025.

The No Action alternative is as its name implies, it represents future conditions without a new commuter rail station in either West Haven or Orange.

The West Haven alternative occupies approximately 8 acres bounded on the east by Sawmill Road, on the north by Railroad Avenue, on the south by Hood Terrace, and on the west by several commercial properties. The site is approximately 3/4 of a mile south of Interstate 95 Exit 42. The West Haven alternative is bisected by the New Haven line which generally runs in an east/west direction and which crosses over Sawmill Road on a bridge.

The site is developed and consists of approximately 19 privately owned properties, 4 residential, 14 commercial industrial properties, and one vacant parcel. It is relatively flat or gently sloping with a steep embankment on the east edge of the site along Sawmill Road. Elevations range from about 50 to 68 feet with the lowest elevation at the Sawmill Road end and the highest elevation near the railroad tracks on the west end of the site. The elevation difference from the Sawmill Road

underpass to the track level at the bridge is about 20 feet.

The West Haven alternative would include the following elements: two new station platforms, one inbound and one outbound, each 1,080 feet long, a pedestrian overpass over the railroad tracks to allow access to both sides of the station site, pedestrians would also be able to cross under the tracks using the existing sidewalk on Sawmill Road, a 3,000 square foot station building which would contain a ticket office, a waiting room, restrooms, and a new stand kiosk would be provided.

Access to the northern portion of the West Haven station would be from Railroad Avenue. Access to the southern parking lot between Hood Terrace and the rail line would be from Hood Terrace.

Approximately 1,074 parking spaces would be provided, including a four-level above grade parking garage north of the tracks with 550 spaces, two surface parking lots north of the railroad tracks with a total of 243 spaces, an access loop with passenger vehicle and bus drop-off lanes and pedestrian walkways, a surface parking lot south of the railroad tracks with 281 spaces, and a smaller passenger vehicle drop-off area would also be provided.

The Orange alternative is approximately 28 acres bounded on the west by Marsh Hill Road, on the east by the Oyster River, on the southeast by the New Haven line, on the north by the Bayer Campus and several residential properties,

and on the south by commercial property. Marsh Hill Road continues south of the railroad where it intersects a private way known as Conair Drive. Salemi Drive, a residential street, extends from Marsh Hill Road into the site. The site is approximately a 1/4 mile south of the Interstate 95 Interchange 41.

The site includes 6 parcels; one partially developed industrial parcel, 3 developed residential parcels, and 2 vacant properties. Elevations range from around 20 feet at the base of the railroad embankment near the Oyster River to over 110 feet near the proposed entrance on Marsh Hill Road. The site slopes generally downward from west to east, reaching its lowest point at the base of the railroad embankment. The elevation difference from the base of the embankment to the track level varies from 10 to 40 feet.

The Orange alternative would include the following elements: two new station platforms, one inbound and outbound, each platform is 1,080 feet long, a pedestrian tunnel under the railroad embankment to allow access to the outbound platform from the station, a station building approximately 3,000 square feet containing a ticket office, waiting room, restrooms, and a new stand kiosk. Access would be from a single entrance on Marsh Hill Road immediately south of the existing Salemi Drive, an existing cul-de-sac servicing 6 residential properties.

Access to Salemi Drive would be relocated from Marsh Hill Road to the new site access road in order to maintain only one access point from Marsh Hill Road. A gated emergency access driveway would be provided along the south side of the railroad right of way connecting to Conair Drive.

Approximately 1,100 parking spaces would be provided, of which 470 would be in a four-level parking structure north of the inbound platform. Several levels would be below grade of the station platforms due to the site topography. Three separate surface parking lots would be provided, totaling 630 spaces.

As part of the evaluation of these alternatives, a series of technical reports were prepared to provide additional information on the environmental, economic, traffic, ridership, operational site design, and cost characteristics of each alternative. These reports included the baseline conditions, preliminary environmental screening report, travel demand forecasting report, economic development review, the operational analysis report, traffic impact and access study, the conceptual design report, and the financial analysis report.

The purpose of the Environmental Document is to compare the No Action, West Haven and Orange alternatives and associated transportation cost and environmental consequences. As shown in the table, and in your handout, the site characteristics of the two build alternatives are quite similar except for the overall



site area. Both alternatives provide between 1,074 and 1,100 parking spaces similarly split between a parking garage and surface lots. The station building in each case is approximately 3,000 square feet. In West Haven the cross-track access would be accommodated through a pedestrian overpass, while in Orange a tunnel would be used to take advantage of the site topography.

The transportation consequences are also quite similar between the two build alternatives. The Orange alternative is projected to have a slightly higher daily ridership for trips headed towards New York City at 2,120 daily boardings in 2025, while the West Haven alternative is projected to have 1,955 daily boardings by riders traveling in the direction of New York City.

As with the transportation consequences, the cost consequences are also quite similar. In 2008 dollars, the Orange alternative is projected to cost approximately \$4.5 million more than the West Haven alternative, \$71 million compared to \$66.5 million. These costs include all estimated railroad and off-site roadway improvements as well as property acquisitions.

The next four slides present a summary of the anticipated environmental consequences of the three alternatives. I will briefly summarize the anticipated impacts identified for the 19 categories of potential impact area. These tables are also attached to your handout this evening.

In the area of traffic, under the No Build alternative, 7 study area intersections are projected to fail. With the West Haven alternative, 2 additional locations are projected to fail, while one additional location is projected to fail with the Orange alternative.

In the area of air quality, the results of the air quality analysis for all three alternatives, show that the carbon monoxide concentrations within the study area satisfy the state implementation plan criteria and are below the national ambient air quality standards.

Noise. Neither the proposed West Haven nor Orange alternatives would result in adverse noise impacts. In fact, each alternative is projected to reduce noise levels in the vicinity of the station due to lower train speeds and the proposed track improvements.

Land use. Either build alternative would require the taking of property. The West Haven alternative would require the taking of more individual parcels but less acreage than the Orange alternative.

Economics. The economic analysis concluded that the West Haven alternative would be likely to stimulate redevelopment and re-use of properties in the immediate area of the station. Adverse economic impacts could include short term loss of employment for the businesses to be relocated. The economic analysis

of the Orange alternative concluded that the proposed station would not stimulate development in the immediate area of the station, unless the land was rezoned from industrial to commercial retail or residential use. In both cases, there would be negligible effect on municipal taxes.

**Environmental justice.** Neither the West Haven nor the Orange alternative is located in an area with minority or low income populations. Therefore, neither alternative would have a disproportionate adverse impact on minority or low income groups.

**Visual.** Both build alternatives are projected to have a minor visual impact.

**Historic and archeological resources.** The Connecticut State Historic Preservation Office has determined that the West Haven alternative would have no effect on historic, archeological, or architectural resources. The SHPO, however, has determined that the Orange alternative possesses a moderate to high sensitivity for prehistoric and historic archeological resources.

**Wetlands and floodplains.** There are no wetlands or 100 year flood plains associated with the West Haven alternative. At the Orange alternative the proposed station access roadway would impact approximately 2,030 square feet of wetlands. This impacted area was created by former excavation and has little functional value. The disturbance is unavoidable without significantly impacting adjoining residential

or industrial developments and avoiding disturbance is not prudent in the light of the disturbed nature of this wetland and general lack of wetland functions and values.

Water quality. The West Haven alternative would convert primarily developed land into the station facilities and paved parking lots. Construction would decrease the impervious surface and stormwater runoff because the amount of landscaped area would increase. A closed drainage system would be constructed. Stormwater would be collected from the paved surfaces through a series of catch basins and conveyed through a closed-pipe system to an appropriate discharge location. Effects of this alternative would be beneficial because of the reduction in rate of discharge because the storm drainage system will be designed in conformance with appropriate manuals and guidance documents.

The Orange alternative could convert primarily undeveloped land into impervious surface. Stormwater would be collected in a closed drainage system similar to West Haven, in which water from the paved surfaces would drain through a series of catch basins and be conveyed through a closed-pipe system to a detention facility which would discharge into the Oyster River. The Oyster River is currently classified by the Connecticut Department of Environmental Protection as a Class BA waterway. It may not meet water quality criteria. The water quality goals, to

achieve Class A criteria in designated uses.

**Wildlife and threatened and endangered species.** The West Haven alternative would not adversely affect wildlife or directly impact known significant natural communities or known localities of State-listed rare species. The Orange alternative would include both direct and indirect effects. The direct effects would include minor habitat loss, and the indirect effects would be to displace some individual animals and increase competition for suitable habitat among species with small home ranges and high population levels. In addition, the Connecticut Department of Environmental Protection has determined that a State species of special concern, the eastern box turtle, has been found in the vicinity of the Orange alternative.

**Coastal zone consistency.** Both alternatives are consistent with the Connecticut Coastal Area Management Plans. We're coming down the home stretch.

**Energy.** Each of the alternatives would have a beneficial effect on energy usage by reducing vehicle miles traveled.

**Public safety and security.** Both build alternatives would be consistent with the Homeland Security and Federal Transit Administration requirements and guidelines, and are adequately served by public emergency vehicles.

**Hazardous materials and contaminated soils.** Neither alternative would result

in the release of hazardous materials. However, hazardous materials and contaminated sediments could be encountered during construction.

Construction impacts. Construction activity for both alternatives would include demolition of existing structures, vegetation clearing, grading, installation of utilities and drainage structures, construction of facilities, paving, and landscaping. For the West Haven alternative, resources that may be affected during the short term construction period include noise, air quality, water quality, hazardous materials and contaminated soils.

For the Orange alternative, resources that may be affected during the short term construction period include noise, air quality, water quality, wetlands and waterways, hazardous materials, and threatened and endangered species.

Secondary impacts. The West Haven alternative would redevelop an already developed area. As such, the West Haven alternative would not result in secondary environmental impacts and could have beneficial effects on water quality and aesthetics as well as the economy of West Haven.

Development of the Orange alternative is likely to encourage changes in land uses or development patterns in the immediate vicinity of the site. This induced development would largely occur within previously developed areas.

The objective of this Draft Environmental Document is to fully evaluate the

environmental, economic, transportation, and engineering issues associated with the two alternative sites. Following the public review and comment on this Draft Environmental Document, the Connecticut Department of Transportation will develop a recommended action. This action will be based on consideration of environmental impacts, transportation and environmental benefits, and costs of each alternative as well as comments received from agencies and the public during the public review process and unexpected public/private development proposals.

A final Environmental Document will be prepared, documenting the recommended action and the necessary actions required to mitigate any potential environmental impacts.

At this point in time we are nearing completion of the overall study process, as well as this presentation. The technical studies and Draft Environmental Document have been completed. Tonight we are soliciting public comment on the Draft Environmental Document. As just noted, the next step is for the Connecticut Department of Transportation to develop a recommended action to be documented in the final Environmental Document. This will be followed by the issuance of a Record of Decision and Finding of No Significant Impact by the Federal Transit Administration, the lead Federal agency for the National Environmental Policy Act.

Thank you very much for your attention. I'll now turn the meeting back to

Joe for the facilitation of public comments. Thank you.

**MR. CANCELLIERE:** Thank you, Dave. Before we begin the public comment portion of tonight's hearing, I would like to reinforce that the Draft Environmental Document for this project was assembled by a team of highly qualified technicians, experts in their specific field of environmental science. It would be impractical to bring that entire team of experts to this meeting to answer all of your questions. Therefore, we will take any complex questions to them, and responses to those questions will be published in the final version of the Environmental Document.

And lastly, it should be noted that the Department will repeat this public hearing on Thursday, December 14, 2006 at the Savin Rock Conference Center, 6 Rock Street in West Haven, to receive comments from public officials and the general public of that area in fulfillment of the NEPA/CEPA outreach process.

I would like to begin the public comment portion of tonight's hearing by recognizing certain elected officials among us this evening, and let me begin with Mr. Jams Zeoli, First Selectman of the Town of Orange. And while Mr. Zeoli makes his way to the microphone, I'd like to thank the Town of Orange for their assistance in securing this facility this evening.

**FIRST SELECTMAN JAMES ZEOLI:** Good evening. Jim Zeoli, First Selectman of the Town of Orange. The Town of Orange was very pleased when



this plan was resurrected. We believe that it is a good use for that site. It's a good use for the region. It's a benefit to the State of Connecticut having a public/private partnership to develop this site. The State would not be required to expend a huge amount of funds all at once. We think that is a benefit to all the people of the State of Connecticut, not just our area. It can be a budgeted item of a yearly expense.

It's in an area that will impact minimal residential life. Actually, by the time this project does proceed, there are only a couple of residences up in that area at this time, and this will stimulate growth in that region and I hope that it will stimulate even more interest than there already is in the current Bayer site that we all know is gonna become the former Bayer site.

At a Re-Use Commission meeting today we did discuss this and we are in agreement that we would like to certainly see a train station in Orange because it does adjoin that Bayer site. We are hoping to stimulate a lot of new activity and growth as that site becomes available over the next year and a half to two years.

And the Town of Orange truly feels that we could all benefit from the growth of this site. It will take traffic from below. Really where we are, headed south into Fairfield/Westchester County and into the city, I think everybody knows once you get past that 91/95 split in New Haven, which is currently under redevelopment, and the bridge out to East Haven where they're out 95, that it starts to congest very

badly once you get to Milford. And anybody who's trying to travel down into the city this time of year knows that it's pretty near impossible. This would hopefully remove a lot of people that are currently commuting by their car to the city, or down that way, and would take the train.

I currently have some customers that come to my other business that commute into New York. Some of them are five days a week, some of them are two or three days, where they then work with their computers from home. I have customers that commute up into Boston every week, two and three days a week. I think this would be of a huge benefit to our whole region and it's in a very accessible area that has all been redesigned and rebuilt by the State of Connecticut and I believe it will be of a benefit to our entire region.

And, again, how can you go wrong when it's a public/private partnership like this? The State and the Federal and the Town of Orange and the entire region will win. Milford has only about 500-car parking area. You can't get a space there if you want to use the train. New Haven, we had a meeting there in Union Station. It's a good thing I have a car that looks like a retired, it is a retired police car, or I wouldn't have been able to park there. They have a 1,000-car parking lot. We couldn't find a parking space there. There is a need in the area and I seriously hope you consider the proposal by our developers of Orange for their site. Thank you.

**MR. CANCELLIERE:** Thank you, Jim. I'd like to also recognize Senator Crisco and Representative Paul Davis. I think you're making a joint presentation.

**REPRESENTATIVE PAUL DAVIS:** Good evening. State Representative Paul Davis, 117th District, which includes parts of Milford, Orange and West Haven.

First of all, I'd like to thank you for coming tonight. We very much appreciate you taking the time and effort.

Before I begin, I would ask your indulgence. Speaker of the House, Jim Amann, asked me to read into the record a letter, and he gave me a copy. He was unable to make it tonight. And also, Representative Klarides called me about an hour ago. She was intending to come tonight but she ran into trouble and got delayed at a meeting. So she sends her apologies.

Speaker Amann's letter first, please. "Dear Mr. Hurler: Over the past few years the pressure on Connecticut's transportation system has reached a breaking point. No longer can we afford to alleviate congestion with shortsighted policies. Instead, Connecticut must develop a vision that addresses the demands of our transportation infrastructure over the next quarter of the century. Constructing a new train station in Orange, Connecticut in partnership with DiChelo Distributors, will be a valuable part of overhauling Connecticut's transportation infrastructure and providing economic development opportunities. Expansion of our roads alone

will not alleviate the congestion on I-95 commuters face daily.

I write in full support of the proposed public/private partnership to construct a new rail stop and train station, with parking, in Orange. Not only will this new train station help take cars off the highway, but will alleviate the overwhelming demand on the Milford train station with new expanded parking opportunities. An additional local stop in Orange will foster smart growth and better use of public transportation in a residential region.

Finally, constructing an Orange station between DiChelo Distributors and the current Bayer campus, will help attract new businesses and quality jobs to the area. While it is very disappointing that Bayer has chosen to leave, building a new train station is an excellent opportunity to attract business and eliminate transportation barriers to expand economic growth.

Thank you for this opportunity to share my full support for such a worthy infrastructure improvement. The proposed public/private partnership to build an Orange train station is a smart policy decision to alleviate congestion by encouraging new train commuters while providing economic development opportunities.” That’s signed Sincerely, James Amann, Speaker of the House.

Rather than all of us coming up to talk, we got together and we wrote one letter. And I think each one of them will make a very short comment. But it is a

relatively short letter also. Okay, I won't read the whole thing. I will indicate, number one, we fully endorse the proposal made by DiChelo Distributors in developing a new Metro North station in joint venture with the State of Connecticut. And I will give you a copy of this letter.

I do have a couple of personal comments. First of all, on a personal note, also for the Speaker, we embrace the model that includes new commuter transit stations in both West Haven and Orange. We believe it will provide traffic congestion relief for current and new commuters in New Haven, West Haven, Milford, Orange, Woodbridge, the Valley, and other New Haven suburbs. By having two stations we spread out traffic to reduce congestion on local roads instead of concentrating it all at one site. It's planned growth for the future and immediate impact in reducing auto traffic on I-95 and air pollution in coastal Connecticut.

The Orange model, with investment by the private sector, will reduce the cost to taxpayers and address the issue of our ever increasing State debt. And lastly, we'd like to see this project move along at a very rapid speed, fast track, if you will. Every day we put off this project we are damaging our economy and our environment. Once again, I thank you for listening and I'll give you a copy of these letters.

**SENATOR JOE CRISCO:** Thank you, Paul. Senator Joe Crisco. I just want to

associate myself with the remarks by the representative and also with Senator Slossberg. You know, this is a reality check. Anybody who has used Milford, it's well intended as the people who try to make it a very efficient station. There are limitations. And as you travel along Amtrak and also Metro North, you can see an unbelievable increase in demand for service. This is a win/win situation for my constituents, particularly in Bethany and Woodbridge and also in Hamden, and it's something that is warranted at this time. And we thank you your consideration.

**SENATOR GAYLE SLOSSBERG:** Thank you. I'm Senator Gayle Slossberg and I represent Milford, Orange and West Haven, and I just wanted to thank you all for being here and I share the comments of the previous speakers as well.

You know, starting this process, I think originally there was some discussion even on your very front slide here it said, "West Haven or Orange" and I think you're gonna hear repetitive refrain from a lot of us saying, we really need to be looking at both. And, specifically, since everybody spoke already, I wanted to just ask you one question. I noticed in the beginning of the Executive Summary for the Draft EIE, it says here, "the existing unmet parking demand at these two stations," meaning New Haven and Milford, "exceeds 1,500 spaces", and that's in 2004, and so I'm wondering if possibly somebody could address why is it we're looking at an alternative, either West Haven or Orange that both have 1,000 spaces, if we already

know we have an unmet parking demand of 1,500 or more. I think if you continue to look at this, then hopefully that will lead you to the conclusion that we've all come to, which is we need two stations in order to really address this need.

And the other question I have is, I don't understand, I recognize that we are north of Fairfield but, you know, I'm trying to understand how we are struggling between a West Haven or Orange station and they're on their third train station. So I'm hoping that you can help us out here and recognize there are a lot of commuters here who would like very much to take their cars off of I-95 and help us out.

So, I thank you. I look forward to seeing you on Thursday.

**MITCH GOLDBLATT:** I'm Mitch Goldblatt, also from the Selectman's Office.

**JOE BLAKE:** Good evening. Joe Blake, 589 Avon Drive, Orange. Actually, what's bringing me here is because when I saw the announcement in the paper, I got a little concerned. Maybe I'm barking up the wrong word here, but when I saw the notice that said the "railroad station in West Haven or Orange", the word "or" tells me that it could be either/or. But the announcements and the press releases I've seen in the paper, have said that there's going to be two stations. But I think after your presentations tonight you've kind of convinced me that there is gonna be two stations, but the word "or" did confuse me because that looks like an and/or, so maybe it should read "the railroad stations in West Haven and Orange".

I certainly support it. And due to the fact that both communities have, or are going to suffer a loss of activity with the Bayer site, I think it's important to realize the railroad stations would be an asset to either expand or bring more business into the area. It's a wonderful idea to have the two stations and it will bring, let's hope, other people into the state to fill that void over in that area. Thank you very much.

**MR. CANCELLIERI:** Thank you, Joe. Mitch Goldblatt.

**MITCH GOLDBLATT:** Good evening. Mitch Goldblatt, 291 Drummond Road in Orange. Selectman in the Town of Orange. Former First Selectman in the Town of Orange, which is why some of your faces up there are familiar, maybe mine is as well.

I am still, after about six years, seven years now, advocating the station in Orange. Most of you probably know that the nine mile stretch between New Haven and Milford is the longest run on Metro North from New Haven through Connecticut without a station, and almost essentially in the middle of that stretch of nine miles lies the site in the Orange area that has been proposed. I think that the current first selectman has stated it very well tonight, that we have a partnership in place that will make this station a reality and we can only hope that we move forward as quickly as possible with this station, to help out the commuters of the State of Connecticut.



The whole idea of a station in this area, be it West Haven and/or Orange, is to get cars off the road. And it's been just about six to seven years now and we're still getting the environmental reports. I can only hope that this process moves along speedily, before I-95 becomes even more of a parking lot and we boxed ourselves into the point where we have people that no longer want to move here and businesses that don't want to move here because there's no way to transport their employees. And we all know that businesses want their employees to be able to get to their place of business but if they can't move, they're not gonna move here, nor will they be able to attract employees.

Because of the recent announcement from Bayer, I think it's more imperative than ever that the station in Orange be built. We have a 113-acre site that transcends both the Orange and West Haven town line and is slated for vacancy in the not too distant future, certainly before this station is built, and in order to revitalize that site for the benefit of both of our communities, the station in Orange would be of much benefit to make that happen and spur on the economic development of both West Haven and Orange and our entire region.

From a regional standpoint, certainly our idea, your ideas, to get cars off the road, the Orange station being located where it would be, would do exactly that. People in the northern end of Milford as well as people from Orange, the Valley, as

well as Woodbridge, as you heard from Senator Crisco, Woodbridge, Bethany, would come to the Orange station. It is a station that would provide people in the direction of Bridgeport, Stamford, Greenwich, and New York, where people would want to go to use as a station.

Certainly, the economic development aspects cannot be overstated in this case and I certainly look forward to your final report and I hope that you can give us an indication tonight as to when that final report will be ready, so we have an idea what the timetable is for a station, or two stations, in this area.

We thank you very much for coming to Orange this evening. I appreciate your time and efforts in this development. Thank you very much.

**MR. CANCELLIERE:** Thank you, Mitch. I'm gonna select names now from the general public signup list. When I call your name, please come forward to the microphone, introduce yourself and spell your name for the record. If you are representing an organization, please give its name as well. And if you didn't sign up to speak and you wish to do, please feel free to raise your hand. As I exhaust the speaker signup list, I will call your name from the audience.

For those of you who feel uncomfortable speaking publicly, we will be happy to remain here this evening after the closing of this hearing, to speak with you one-on-one regarding any issues that you may have. However, everyone should take

note that any verbal discussion that takes place after the close of this meeting, will not be part of the official public hearing record. A better option would be to complete the comment form that's attached in your handout and mail it to the DOT or give it to a DOT representative this evening.

Another option would be to e-mail your comment to the Department. The mailing address and the electronic mailing address are identified on this handout. Again, written comments will be included in the official transcript of this hearing.

So with that, our first speaker will be David Carmody.

**DAVID CARMODY:** Good evening, Mr. Moderator, gentlemen from the DOT. It's David Carmody, C-A-R-M-O-D-Y, 754 Savin Avenue, West Haven, CT. I am here with a client of mine, a Mr. Thomas J. Tupka, who lives on the Oyster River. He will be making comments in a while. I also happen to be counsel for the Independent West Haven Railroad Station Committee and have been in that position for about five or six years.

I'm a little bit troubled by the statement that this is first, a Draft Environmental Statement, and then the fact comes out that it's pretty much cast in stone and we will be answered of our questions. I thought there would be opportunity to go back into some of the things that these 15 experts have not gone into. And I'd like to comment on a couple of those things.

First of all, the coastal impact. Neither site, Orange or West Haven, are within the coastal impact region. However, the discharge of water going into the Oyster River from the Orange site will adversely impact houses along there, especially when tides are high. There is no tidal area in this area, but water will not go out when the tides are high and we've had years of seeing that. So, Mr. Tupka will speak later to his personal experience of many, many years living on the Oyster River.

We're troubled also by the runoff situation off ten acres being covered over, even with mitigations of drainage ponds and filters or whatever it may be. I have not ever seen a 100% effective drainage system of this sort. We can anticipate that there will be some sort of pollutants coming into the Oyster River. As well, I think that the mitigations as spoken to in the Draft statement in regard to wildlife in the area, are a bit incomplete. That is because I believe that the box turtle situation was evaluated while they were hibernating and I don't think the experts looked into the usage of this land by the turtles in a proper manner.

Then I'd like to quickly go to some other secondary impacts. The major one is transportation that I think of. To approach the Orange site via Marsh Hill Road from Milford you're going by a couple of schools, and that would be the way people on coastal Milford would approach. To approach from the West Haven area,

you're going to go by four secondary schools at school time in the morning. It's a snaky way. I won't go into any detail about the schools, but they're all there.

On the northern side, coming from the north, the access to Orange, basically the best access is Racebrook Road, but that then dumps into a smaller road which has to go down, and Lambert Road as well, and those are now an Orange center road. Those are the roads that people would be using coming from Woodbridge and northern New Haven, or western New Haven. So, I believe, even though the impact for the traffic states that there will be no problems other than the intersections they spoke of, I don't think they looked at the roads themselves. It's not just intersections, it's traffic backing up. Anybody who has commuted knows that it's backing up on roads. As I say, Racebrook Road does not dump directly, you have to then go by, across and up to Marsh Hill.

Then as to police and fire. Orange does not have a full time fire department and it is more than probable that the West Haven department, especially their EMS personnel, will be the ones responding to the Orange site. As to police, the West Haven Police Department has been relocated and it is now within less than a quarter of a mile of the site. I thank you very much.

**MR. CANCELLIERE:** \_\_\_\_\_ submit something in writing in addition to this?

**MR. CARMODY:** I will submit something.

**MR. CANCELLIERE:** That would be great. I took pretty good notes but I don't want to miss anything.

**MR. CARMODY:** I do have to pass out, in anticipation of Mr. Tupka, I have a site for you that shows where he lives. If you'd like to look at it.

**MR. CANCELLIERE:** Yeah, you can include that. Thank you.

**JOE BLAKE:** I'm confused. If you can clarify this for me. Are we talking a railroad station in Orange, a railroad station in West Haven, or a railroad station one of either towns? Maybe I'm getting confused on this. After this last gentleman it would seem like he doesn't favor Orange, that's certainly his feeling, okay. Are we talking two stations, one station? Because of the word "or" that I saw in the paper.

**NED HURLE:** For the record, this is Ned Hurle. I'm in the DOT's Planning Bureau. Just a quick, I guess, summary. Everybody that says, gee, it says West Haven or Orange in the Environmental Document and the slides that we had up there, that was a requirement of the Federal Transit Administration as far as being able to publish the Draft Environmental Document. One thing we have been, you know, whenever anybody asked, the purpose of the Environmental Document was to present environmental impacts and benefits fairly for both sites.

A recommendation that comes out of this process may result in a recommendation to construct either West Haven or Orange or perhaps both stations

in a phased manner. I don't think we are in a position to say yes or no to either station or both stations at this present time, but because enough folks have said, have indicated that they are somewhat troubled by it, I felt that I had to say a little bit something about that.

The ultimate recommendation will not be made on whether it will be one station or the other station or both stations, until after the end of the comment period and we get to digest all of the comment that comes in and address questions that have been raised, such as the previous speaker, and all those go into the decision making process.

I want to take a couple of seconds more and emphasize that what we have published so far is, indeed, a Draft Environmental Document. It is not the final Environmental Document. So, you know, I don't want anybody to feel that everything's been decided. Does that help you?

**MR. BLAKE:** Thank you.

**MR. CANCELLIERE:** Thank you, Ned. And for the record, that question was asked by Joe Blake, is that correct? Do I have your name correct? Joe Blake, okay. Next speaker Thomas Tupka.

**THOMAS TUPKA:** My name is Tom Tupka. I live on Cooper Road in West Haven. And I'm here to speak about the impact on the Oyster River itself. I'll try

to make this quick and simple. I'm not an engineer but I have two eyes in the kitchen window. I moved into this house when I was six months old. Now I'm 54. I know this river like the back of my hand, every nook and cranny. When I was a young boy maybe once or twice in the '50s or '60s, the tail end of a hurricane in '63, the river looked like a giant lake. Now every time it rains it's like a giant lake. The river cannot handle anymore water.

As a child I played in other people's houses in the neighborhood. I think I can say safely there was a water problem when the neighborhood was constructed. Now you cannot live on Cooper Road without a sump pump. It is a water nightmare. Just so everybody understands what I'm talking about, I walk to the edge of my property and I would step in the river, just so you understand where I live, what I'm saying. This is just gonna mess up the entire marshland. It cannot handle any more water.

As far as pollutants from runoff, some of it is bound to get through. In the spring, the summer and fall, all the little kids, the young children in the neighborhood, they're down there fishing, crabbing, going out on their rafts, falling in the water, getting the water all over themselves, you know, you don't want any contaminants in there at all.

I'm not used to public speaking. Well, I'm just telling you like it is. Also,



I'm fortunate. My neighbors, their flood insurance all went up and their mortgages because they were told by the insurance companies that the water table has gone up at least a foot. I think this was due to the Woodmount Road project. Well, I'll just leave it at that. The river simply cannot handle any more water and there's everything from egrets to snapping turtles, crabs, everything in the river. It's just a shame. It's just a shame what's, it's gonna ruin our neighborhood. Thank you.

**MR. CANCELLIERE:** Thank you, Thomas. Next speaker Rudy Zimmermann.

**RUDY ZIMMERMANN:** Rudy Zimmermann, Z-I-M-M-E-R-M-A-N-N. I'm a resident of the Town of Orange and retired director of engineering for Bayer, and I'm speaking tonight in Bayer's support of this project.

In the past history Bayer has publicly stated its support for a new train station to be built between New Haven and Milford. Even though Bayer recently announced they would close its West Haven facility, it still strongly supports the development of a train station in both Orange and West Haven.

This is a very positive step towards the improvement of the Interstate 95 congestion along the New Haven County corridor by providing people with a viable commuting alternative. Having train stations along this corridor will also be an attribute that may attract a business that would be able to utilize the Bayer facility and return it to a vital business for the state and the community.

In addition to the Bayer site, the train stations will enhance the development of all business in this commercial and industrial area which spans across both West Haven and Orange. Bayer also supports the notion of a public/private endeavor to build this station as this has the potential of having the station up and running in a shorter period of time. Thank you.

**MR. CANCELLIERE:** Thank you. Next speaker Sylvan Shemitz.

**SYLVAN SHEMITZ:** Shemitz, S-H-E-M-I-T-Z. I'm a resident of Woodbridge, CT. And my business is in West Haven, CT. And so I honestly have no axe to grind as to where you put the station. They're both very, very convenient for me. I'd be very happy if you had the station in place right now. There's no \_\_\_\_\_ to park in, as you might know, and New Haven is worse.

All I can say is, for the benefit of the State of Connecticut it seems to me that the wise choice would be to pick West Haven. Let's put it this way, there's a rich sister and a poor sister and I really think that West Haven would be benefitted and I think consequently the State would be benefitted and I really sincerely hope that that's your decision. Thank you.

**MR. CANCELLIERE:** Thank you, Sylvan. Thank you for your honesty. Paul Grimmer.

**PAUL GRIMMER:** Good evening. My name's Paul Grimmer, I'm the Executive

Director of the Orange Economic Development Corporation. I've been in this position for about five years or so and even five years ago we were listening to whether or not we were gonna be building a train station in West Haven or Orange. I think everybody, even five years ago, at that time indicated that one station or the other wasn't important, it was important to the economy of the State of Connecticut. I think, on given the models that were developed down in Fairfield and the model that was presented by DiChelo Distributors, I think the State of Connecticut can plainly see the economic value of having this train station in Orange.

Speaking on behalf of the Orange Economic Development Corporation, I want to put our foot forward and our pledge to help the State of Connecticut, DiChelo Distributors and the Town of Orange persevere with the station in Orange, and as soon as the State of Connecticut does say that they want to do both stations, we will be firmly behind the West Haven station as well. Thank you.

**MR. CANCELLIERE:** Thank you, Paul. For the record we've heard from 11 registered speakers, that's everyone who signed up to speak. At this time I'll recognize anyone in the room who would like to make some comments. Raise your hand, I'll recognize you. Yes, the gentleman in the back. And you may queue up behind the microphone if you'd like. Please state your name.

**JOHN STAFSTROM:** Thank you. My name is John Stafstrom from the Law Firm

of Pullman & Comley and we...

**MR. CANCELLIERE:** Spell your last name for me, please.

**MR. STAFSTROM:** I believe it's on your sheet. The third name I thought. S-T-A-F-S-T-R-O-M.

**MR. CANCELLIERE:** Thank you.

**MR. STAFSTROM:** Okay. I'm from the Law Firm of Pullman & Comley. We represent DiChelo Distributors. DiChelo has been a property owner in the Town of Orange since 1979 and currently employs 210 people in the Town of Orange.

First of all, I'd like to say that we are here in support of the two station alternative. We believe that both stations should be built in West Haven and in Orange. DiChelo has put forward a proposal, and has discussed a proposal, for a public/private partnership with the State of Connecticut to develop a train station in Orange, which would require an entranceway from Salemi Road into the property. It would also require DiChelo to be in partnership with Bayer in purchasing some acreage from Bayer to build out the train station. I think you've heard earlier that Bayer is in support of this proposal.

Very briefly, there are real general advantages to the Orange proposal. The estimated number of boardings is listed in the study. We believe these may be underestimated due to the reverse commuters from Stamford and Bridgeport. Your

own study shows that reverse commuting has increased by 47% from 1995 to 2000. As you probably know, there are significant housing projects on the books that are about to come to fruition in both Bridgeport and Stamford. Commuting the other way, there are some major economic development projects again on the books that are about to come to fruition, the Steelpoint Bridgeport project in Bridgeport, the RVC project in Stamford, which will encourage further commuting. Senator Slossberg pointed out the Department already shows that there are over 1,500 people on waiting lists in Milford and New Haven so clearly, both stations, we could support both stations.

Significantly, there are some important things that have happened since the Draft EIE was written. First of all, we have the proposal from DiChelo, which is the public/private partnership, which would decrease the capital cost of the project, also bring the cost of the project to fruition much more quickly. Salemi Road entrance would require no significant eminent domain or takings and, again, this public/private partnership would require, could come to fruition much more quickly.

Significantly, since the Draft report was put out, Bayer has announced that it's leaving the area. The Bayer site at one point, I believe, employed almost 2,500 people. We all believe that this Orange train station will be a significant catalyst to

the revitalization of the Bayer site, to bring that back to fruition. For example, the studies say there will be a negligible effect on property taxes. I would suggest there's gonna be a significant effect on property taxes in West Haven if the Bayer site lays fallow. If it is reutilized in an important fashion such as it could be jump-started from a train station, similar models that the DOT is following in Fairfield and in Redding, there could be significant increase in property taxes to the Town of West Haven.

Again, this development here on the Bayer site takes an existing commercial site and reuses it and does not lead to further development in the green field parts of Connecticut. Again, that's not just a transportation policy in the State of Connecticut, that's a land use policy of the State of Connecticut now, so we believe that the Draft EIE should be amended to incorporate public/private partnership and also the changed circumstances in the Bayer situation.

And, finally, I'd like to say that we are here, again, in support of both the Orange and the West Haven train station. As other speakers have pointed out, there's only three alternatives listed, we believe the fourth alternative should be both stations. Neither train station is anticipated to have a significant detrimental environmental impact in the construction. Both stations should not be anticipated to have any accumulative adverse impacts. Benefits associated with both stations, as

other speakers have pointed out, right now the gap between New Haven and Milford is the largest on the line. If only one station is constructed there still will be a significant stretch, a gap, on the line. Unlikely the residents of Orange will necessarily gravitate to West Haven or residents of West Haven will necessarily gravitate to Orange.

Although the effect will not be purely additive, the number of new riders and of boardings diverted from Milford and New Haven will be maximized if both stations are met. As I previously pointed out, your own studies show that there's a waiting list in Milford and New Haven of over 1,500 people and I would suggest that there's some significant commuting and development patterns which would increase the number of boardings at these two stations.

So, in conclusion then, we will be submitting some written comments also and we'll submit the map with the written comments. We believe that the Draft EIE should be amended to include the fourth alternative and all the benefits associated with access to both stations. Thank you.

**MR. CANCELLIERE:** Thank you, John. I'll repeat, submittals need to be in by December 29th and the map, if you could reduce it to 8 ½ by 11. Show of hands. Aisle seat. Yes, sir.

**GLEN FARBER:** My name is Glen Farber. I'm a resident of Orange. That's F-A-

R-B-E-R. And unlike any other speaker tonight, I use the railroad. I'm one of those nuts who go to New York every day and I've been doing it for 14 years.

And I have two comments and then two questions. First of all, on your report you show a cost of the ticket office in the building. There probably will not be a ticket office because they use the machines now and only the major cities like Bridgeport, New Haven, Stamford, and I'm not even sure about Fairfield, even have a ticket office there. They're all done by machine.

The other thing the gentleman over here said about EMT and fire department, well, I've been traveling trains on and off basically for 20 years and I have never seen an EMT needed in the Milford station, and that included 9/11, so that's a very minor issue.

The two questions I have is, are you planning any expansion of Marsh Hill Road? You said there's gonna be one exit in and out of the Orange train station. If there's only one exit, and Marsh Hill Road is a very well-traveled road, I can just see the cars, especially during the peak hours which gets into Orange somewhere between, let's say, 5:30 and 7:30, backed up on the Orange train station. I can see that happening very easily.

And the other question I have is, have you looked into the hazardous material that you might find when digging up the West Haven site? Because what I'm told



is that that used to be an industrial area in which you might find some hazardous material and it could become like that Rebestos site in Stratford, what do you call that, the cleanup, the Federal cleanup or whatever it was. So that's all. Thank you.

**MR. CANCELLIERE:** Thank you, Glen. Show of hands. Anyone else? Yes, sir.

**SPEAKER:** I live in Orange...

**MR. CANCELLIERE:** Your name, please. I'm sorry.

**SPEAKER:** Excuse me?

**MR. CANCELLIERE:** Name, please.

**RON ARBOUR:** Oh, Ron Arbour, A-R-B-O-U-R. I live on Green Briar Drive in Orange.

**MR. CANCELLIERE:** Thank you.

**MR. ARBOUR:** And I have a business in West Haven. And I may be one of the 19 buildings that you're talking about. But aside from that, my concern about this project is that I was at one of the first meetings and this is like déjà vu, I'm sure I heard all this before, and I'm just curious as to why, after five or six years, we are still in a decision making process of whether it's going to be Orange or West Haven, or both, or none. And there must have been hundreds of thousands of dollars spent on meetings like this, on literature, on your people's time and

everything, and then someone, I believe Slossberg, mentioned tonight that this thing is gonna be on a fast track. Well, how come it's six years later and it seems like it's the first meeting in West Haven in, you know, 2001? So, I mean, I would just like, you know, for whatever it is, as just a private citizen, not a politician or anything else, I would just like to see something happen.

**SPEAKER:** Hear, hear! I'd like to hear something.

**MR. CANCELLIERE:** Thank you, Ron. Gentleman right behind Ron. State your name again, please, for the record.

**GEORGE FINLEY:** George Finley, 126 Indian River Road, Orange. I'd like to elicit some further information from you all. You've mentioned the platform. Will it be long enough in Orange, will it be long enough so that people can de-board the train from all the cars without having to move two cars forward? Okay.

Second, your diagram showed the word "bus". We're not used to buses in Orange as most of our streets are local roads. Are you talking about public transportation buses? Can you expand on that?

**SPEAKER:** Both stations, the Orange station and the West Haven station, at least in concept, have been designed to accommodate public transit buses coming into them, if that's desired.

**MR. FINLEY:** If it's desired.

**SPEAKER:** If.

**MR. FINLEY:** Okay. Under transportation consequences you show the total daily boardings. Is that for both weekdays and weekends or is that an average?

**SPEAKER:** That's a weekday boarding, yes.

**MR. FINLEY:** On the weekend would you expect that to decrease by 20%-50%?

**SPEAKER:** Maybe 25%, but weekend traffic is quite heavy on the New Haven line.

**MR. FINLEY:** How many vehicles would you expect, or project, that Orange would see every day?

**SPEAKER:** Probably around somewhere 800 to 850 vehicles entering and then those same vehicles would need to exit.

**MR. FINLEY:** So you are estimating that would be either 1 ½ to 2 people per vehicle?

**SPEAKER:** I believe the ratio we used was 1.1.

**MR. FINLEY:** 1.1?

**SPEAKER:** Yes.

**MR. FINLEY:** Under "intersections that would fail", I fail to pick up the relevance of this point. What does this mean?

**SPEAKER:** The term "fail" means the intersection would be at a level of service E

or F, as defined by the State Traffic Commission for Intersection Operations.

**MR. FINLEY:** That I'm familiar with, but are you talking about intersections on I-95 or within the town?

**SPEAKER:** No, local intersections, not the interstate.

**MR. FINLEY:** Which ones in Orange?

**SPEAKER:** Well, we can, yeah, we can talk to you afterwards on that.

**MR. FINLEY:** Afterwards?

**SPEAKER:** Sure.

**SPEAKER:** They're listed in the Document.

**MR. FINLEY:** Do you see any adverse impacts on the local roads in Orange?

**SPEAKER:** There will certainly be more traffic on the local roads in Orange and West Haven accessing either one of the station sites.

**MR. FINLEY:** Thank you.

**SPEAKER:** Good questions. Thank you. Next speaker, raise your hands.

**CHRIS LaVIOLA:** My name is Chris LaViola. I live at 57 Wayne Road.

**MR. CANCELLIERE:** You're gonna have to spell that for me, please.

**MR. LaVIOLA:** Last name is L-a-V as in Victor-I-O-L-A.

**MR. CANCELLIERE:** Thank you.

**MR. LaVIOLA:** Nobody here tonight I've heard speak from Milford. I live in that

north end there, which will be significantly impacted by the traffic. Currently any day, given time of the day, you can travel up and down Marsh Hill Road and you'll see people doing U-turns in the middle of the road causing accidents. To put an extra 800 cars on that road, and in our neighborhoods, will just, it's insane, you can't do it to an area that's not built for it. For the Orange area to take this in and they don't allow Stu Leonard's, it's the same thing. As far as, you know, one of the on-ramps, I'm sorry, exit-ramps was closed off next to the movie theater, so now you have this long line of traffic trying to get southbound from like the Route 1 area, so I just don't think this is a good idea. Thank you.

**MR. CANCELLIERE:** And I'm sorry, I was so focused on spelling your last name I missed your first name. Chris. Thank you very much, Chris. Anyone else? Anyone who spoke before who wishes to speak again? Joe, am I correct?

**MR. BLAKE:** I'm sure, Joe Blake here, and I'm sure the traffic is a concern to both communities, but if you had the alternative No Station and just Milford, the same people will probably be heading towards Milford and New Haven anyway, so you're still gonna get traffic coming through the Orange roads as you would on the West Haven roads.

**MR. CANCELLIERE:** Thank you, Joe. Anyone else? If there are no further comments, I will close tonight's hearing. On behalf of Commissioner Ralph J.

Carpenter, I would like to thank you all for coming forward and expressing your views this evening. Please remember that you have until December 29, 2006 to submit written comments to the Connecticut Department of Transportation.

Thank you again and good night.

TRANSCRIPT CERTIFICATION

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DATED: JANUARY 24, 2007



# **Appendix G**

## **West Haven Public Hearing**

### **Transcript**



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**TRANSCRIPT OF:**

**DEPARTMENT OF TRANSPORTATION**

**PUBLIC HEARING  
PROJECT NO. 106-116**

**New Railroad Station  
City of West Haven  
Draft Federal Environmental Assessment/  
Draft State Environmental Impact Evaluation**

**December 14, 2006**

**City of West Haven, Connecticut**

**Connecticut Department of Transportation  
Public Hearing  
Project No. 106-116  
New Railroad Station  
City of West Haven  
Draft Federal Environmental Assessment/  
Draft State Environmental Impact Evaluation**

**JOSEPH CANCELLIERE:** Good evening. My name is Joe Cancelliere. I am with the Connecticut Department of Transportation and I will serve as moderator for tonight's Public Hearing.

We've assembled here this evening to present the Draft Federal Environmental Assessment/Draft State Environmental Impact Evaluation for the construction of a new commuter rail station at the eastern end of the New Haven rail line. And before I go any further I would just like to explain to you all just what an Environmental Assessment/Environmental Impact Evaluation is, and what purpose it serves.

The Department's proposal to construct a new commuter railroad station is being developed with a combination of Federal and State funds. A requirement of these funding programs is that the Department follows established procedures in the National Environmental Policy Act and the Connecticut Environmental Policy Act, commonly referred to NEPA and CEPA respectively. Among other things, these regulations require that the Department conduct a study of the potential social,

economic and environmental impacts associated with the proposal, and document the findings of that study in a published report.

The NEPA and CEPA regulations are similar in nature. However, the published reports, often referred to as an environmental document, are different in title. In the case of the NEPA regulations, the document is referred to as an Environmental Assessment. In the case of the CEPA regulations, the document is referred to as an Environmental Impact Evaluation. Due to the similarity of these regulations, both studies are being combined into one publication, which is referred to as the Environmental Assessment/Environmental Impact Evaluation. And because this document is currently in draft form, it is more accurately referred to as the Draft Federal Environmental Assessment/Draft State Environmental Impact Evaluation. This is the document that I'm referring to. And for simplicity purposes, we will refer to this document as the Draft Environmental Document throughout the hearing.

This document details alternates to the proposed commuter rail station, the potential social, economic and environmental impacts associated with each alternate, and also includes recommendations to mitigate any adverse impacts which have been identified.

The Department is evaluating two potential sites for this commuter rail

station between the existing stations in Milford and New Haven. Our objective this evening is to provide the general public with a brief overview of the Draft Environmental Document, as it relates to both sites, but more importantly, we are here to listen to your comments or concerns relative to the environmental impacts associated with our proposal.

The Draft Environmental Document for this project has been available for public review since November 7th of this year at the City Clerk's Office at 355 Main Street in West Haven, and at the West Haven Public Library at 300 Elm Street in West Haven. It's also available for public review at the South Central Regional Council of Governments at 127 Washington Avenue in North Haven, and at the Connecticut Department of Transportation Library at 2800 Berlin Turnpike, during normal business hours. You may also view the document on the Connecticut DOT website, that's [www.ct.gov/dot](http://www.ct.gov/dot) under the heading of Project Studies. However, please note that the website version of this document does not include the appendices, which is about a dozen pages at the very end.

Additionally, the Draft Environmental Document was transmitted to approximately 50 different Federal, State and Local agencies and individuals for their review and comment.

And lastly, in preparation of this public hearing, legal advertisements were

placed in the *New Haven Register* on November 7, November 21, and on December 5th of this year, and in the *West Haven News* on November 17, November 24 and again on December 1, notifying the general public of the availability and locations of the Draft Environmental Document for review, and also providing notice of this public hearing tonight. And judging by all of you in attendance, I trust the word successfully got out.

The Environmental Document for this project was prepared by the Consulting Firm of VHB, Inc., represented here this evening by Mr. David Wilcock, who is seated on my immediate right.

It is my intent to conduct a fair and orderly hearing this evening utilizing the following format. Mr. Wilcock will provide a brief overview of the commuter rail station alternates and the environmental concerns of each alternate as identified in the Draft Environmental Document. His presentation should take about 20 minutes or and I would appreciate your attention and patience throughout this presentation.

Following Mr. Wilcock's presentation, I will welcome any comments or questions that you may have. If you wish to comment on the Draft Environmental Document this evening, we have a speaker signup sheet located at the entrance to the hall. I'm sure you saw it on your way in. If you sign up to speak, I ask that you please print your name legibly on the sign-in sheet. I will call your name from the

speaker list, ask you to come forward to the microphone to make your comments, and that would be the microphone at the end of the aisle in front of me.

This hearing may be different from other public meetings that you may have attended in that these proceedings will be recorded, and experience has shown that audible recordings can only be made if the speaker uses the microphone that is connected to the recording equipment and, again, that's the microphone at the end of the aisle. Comments from the floor will not be picked up by the recording equipment and will not be made a part of the official public hearing record.

Due to the number of people in attendance this evening, there will be a three-minute time limit imposed on all first time speakers. There will be no yielding of your unused time to any other speaker. And to help me gauge your time at the microphone, I have a small lighting system on the table in front of me connected to a three-minute timer. As you begin to speak a green light will be displayed for exactly two minutes followed by a yellow light for one minute. When the red light appears, three minutes have expired. Again, the lights are for my benefit to monitor your speaking time. I ask that if you choose to speak, please use your time at the microphone judiciously and if everyone could just please exercise a little patience and courtesy, we'll get through this process in good form.

After all first time speakers have been recognized, anyone who wishes to

Speak again will be afforded a reasonable amount of additional time. For those individuals who have prepared a written statement, you may read it into the record if you desire. However, if your statement is lengthy, I would suggest that you offer a print copy of the statement for the record and give a brief summary of its contents. Written statements carry as much weight as the verbal testimony that we hear today.

After the conclusion of this public hearing, you may make written comments on the proposed project. Written statements or exhibits may be mailed or delivered to the attention of Mr. Edgar T. Hurle, Transportation Planning Director at the Connecticut Department of Transportation. Written statements or exhibits must be reproducible in black on white paper not larger than 8 ½ by 11 inches in size. And this is very important, the deadline for receiving written comments on this project is December 29, 2006. All of that information is available in the handout, which you should have received when you walked into the hall this evening.

Again, written comments received will be included with the official public hearing record and will be considered in the same regard as oral statements.

I'd like to mention that with us this evening are other State officials, who will observe the proceedings this evening, and let me take a moment to introduce them as well. I already introduced Mr. David Wilcock, VHB. Seated to his right is Mr. Edgar T. Hurle, Transportation Planning Director at the Connecticut Department of



Transportation, and on my far right is Mr. Scott Hill, Principal Engineer with our Facilities Design Group. I'd also like to recognize Mr. Stephen Degen, where are you, Steve, on the left side of the hall. Mr. Degen is a Property Agent with the DOT Office of Rights of Way. This hearing is not intended to be a design presentation, and it would be premature to discuss property acquisitions at this time. However, these questions always come up. If you have a property-related question or concern, please note that we have a DOT property agent with us this evening. He will be able to address your questions after the meeting or outside in the hallway. Tonight we'd like to focus on the Environmental Document.

So, at this time I'll turn the podium over to Mr. Dave Wilcock, who will proceed with the formal presentations. Thank you.

**DAVE WILCOCK:** Thank you, Joe. We have about a 20 to 25 minute presentation for you this evening that will be followed by the public comment session. Our presentation will include a summary of the key elements of the study process, the project purpose and need, a brief description of the alternatives considered, identification of the technical studies completed in support of the Environmental Study, a comparison of the alternatives, the issues to be considered in the site selection process, and a look at where we stand in the study process.

As Joe stated in the introduction, this Environmental Study has been prepared

in accordance with the National Environmental Policy Act and the Connecticut Environmental Policy Act. This joint process required the full evaluation of the potential environmental, social, economic, and transportation impacts, and benefits, of the alternatives.

A variety of Federal and State agencies have been involved in the process. The Federal Transit Administration is the lead Federal agency. The Federal Highway Administration is a cooperating Federal agency. One combined Environmental Document, a Draft Federal Environmental Assessment/Draft State Environmental Impact Evaluation has been produced. This Draft Document has evaluated both the West Haven and Orange alternatives and presents the findings of each alternative as well as the No Action alternative.

The final Environmental Document will identify a recommended action based on the findings of the Draft Document and public and agency comment on the Draft.

The purpose of the proposed action is to construct a new commuter rail station, on the New Haven line between New Haven and Milford, to accommodate existing and future ridership demand. This action is anticipated to provide the following benefits: increased parking supply on the east end of the New Haven line to accommodate existing and future riders, improve access to commuter rail for

residents of the south central area of Connecticut, especially residents of West Haven and Orange, reduced roadway congestion, reduced emissions and fuel consumption associated with single-occupant vehicle usage, and meet State and Regional transportation planning objectives.

A new commuter rail station is needed to accommodate existing and future commuter rail riders. Increased rail ridership and improved accessibility to rail, is needed to reduce single-occupant automobile trips that contribute to roadway congestion and the emission of air pollutants. Specifically, additional access to the New Haven commuter rail line is needed because the two adjacent stations are over capacity, which limits the availability of commuter rail service.

Increased transit use on the New Haven commuter rail line has the potential to reduce traffic demand along the over-capacity Interstate 95 corridor.

Three alternatives were evaluated in the Draft Document; the No Action alternative, the West Haven alternative, and the Orange alternative. Analysis was completed for the base year 2009 and the horizon year 2025.

The No Action alternative, as its name implies, represents future conditions without a new commuter rail station in either West Haven or Orange.

The West Haven alternative occupies approximately 8 acres, bounded on the east by Sawmill Road, on the north by Railroad Avenue, on the south by Hood

Terrace, and on the west by several commercial properties. The site is approximately 3/4 of a mile south of Interstate 95 Exit 42. The West Haven alternative is bisected by the New Haven line, which generally runs in an east/west direction and crosses over Sawmill Road on a bridge.

The site is developed and consists of 19 privately owned properties, four of which are residential, 14 are commercial/industrial type properties, and one vacant parcel. It is relatively flat, or gently sloping, with a steep embankment on the east edge of the site along Sawmill Road. Elevations range from about 50 feet to 68 feet, with the lowest elevation at the Sawmill Road end and the highest elevation near the railroad tracks on the west end of the site. The elevation difference from the Sawmill Road overpass to the track level on the bridge is about 20 feet.

The West Haven alternative would include the following elements: two new station platforms, one inbound and one outbound, each 1,080 feet in length; a pedestrian overpass over the railroad tracks to allow access to both sides of the station site; pedestrians would also be able to cross under the tracks using a sidewalk on Sawmill Road; a 3,000 square foot station building containing a ticket office, waiting room, restrooms, and a new stand kiosk, would be provided; access to the northern portion of the West Haven station would be from Railroad Avenue, access to the southern parking lot, between Hood Terrace and the rail line, would be

from Hood Terrace; approximately 1,074 parking spaces would be provided, a four-level above-grade parking garage north of the tracks would provide 550 spaces; two surface parking lots north of the railroad tracks with a total of 243 spaces; an access loop with passenger vehicle and bus drop-off lanes and pedestrian walkways; and a surface parking lot south of the railroad tracks with 280 spaces and a small passenger vehicle drop-off area.

The Orange alternative is approximately 28 acres bounded on the west by Marsh Hill Road, on the east by the Oyster River, on the southeast by the New Haven line, and on the north by the Bayer campus and several residential properties, and on the south by commercial property. Marsh Hill Road continues south of the railroad where it intersects a private way known as Conair Drive. Salemi Drive, a residential street, extends from Marsh Hill Road into the site. The site is approximately 1/4 mile south of Exit 41 from Interstate 95.

The site includes six parcels; one partially developed industrial parcel, three developed residential parcels, and two vacant properties. Elevations range from around 20 feet at the base of the railroad embankment near the Oyster River, to over 110 feet near the proposed entrance on Marsh Hill Road. The site slopes generally downward from west to east, reaching its lowest point at the base of the railroad embankment. The elevation difference from the base of the embankment to the

track level varies from 10 to 40 feet.

The Orange alternative would include the following elements: two new station platforms, one inbound and one outbound, each platform being 1,080 feet in length; a pedestrian tunnel under the railroad embankment to allow access to the outbound platform from the station side; a station building approximately 3,000 square feet containing a ticket office, a waiting room, restroom, and a new stand kiosk; access would be from a single entrance on Marsh Hill Road, immediately south of Salemi Drive; an existing cul-de-sac that serves six residential properties; access to Salemi Drive would be relocated from Marsh Hill Road to the new site access road in order to maintain only one access point from Marsh Hill Road; a gated emergency access driveway along the south side of the railroad right of way connected to Conair Drive; and approximately 1,100 parking spaces, including a 470-space four-level parking garage north of the inbound platform, several levels of the garage would be below the level of the station platforms due to the site topography; three separate surface parking areas totaling 630 spaces would comprise the rest of the parking.

As part of the evaluation of these alternatives, a series of technical reports were prepared to provide additional information on the environmental, economic, traffic, ridership, operational site design, and cost characteristics of each alternative.

These reports include the baseline conditions, preliminary environmental screening report, travel demand forecasting report, economic development review, the operational analysis report, the traffic impact and access study, the conceptual design report, and the financial analysis report.

The purpose of the Environmental Document is to compare the No Action, West Haven, and Orange alternatives in associated transportation cost and environmental consequences. As shown in the table and in your handouts, the site characteristics of the two build alternatives are quite similar except for the overall site area. Both alternatives provide between 1,074 and 1,100 parking spaces similarly split between a garage and surface lots. The station building is approximately 3,000 square feet for both alternatives.

In West Haven the cross-track access would be accommodated through a pedestrian overpass while in Orange a tunnel would be used to take advantage of the site topography.

The transportation consequences are quite similar between the two build alternatives. The Orange alternatives is projected to have a slightly higher daily ridership for trips headed toward New York City at 2,120 daily boardings in 2025, while the West Haven alternative is projected to have 1,955 daily boardings by riders traveling in the direction of New York.

As with the transportation consequences, the cost consequences are also quite similar. In 2008 dollars, the Orange alternative is projected to cost approximately \$4.5 million more than the West Haven alternative, \$71 million compared to \$66.5 million. These costs include all estimated railroad and off-site roadway improvements as well as property acquisition.

The next four slides present a summary of the anticipated environmental consequences of the three alternatives. I will briefly summarize the anticipated impacts identified for the 19 categories of potential impacts. These are also in your handout this evening.

**Traffic.** Under the No Action alternative, seven study area intersections are projected to fail. With the West Haven alternative, two additional locations are projected to fail, while one additional location is projected to fail with the Orange alternative.

**Air quality.** The results of the air quality analysis for all three alternatives shows that the carbon monoxide concentrations within the study area satisfy the State Implementation Planning criteria and are below the National Ambient Air Quality Standards.

**Noise.** Neither the proposed West Haven nor Orange alternatives would result in adverse noise impacts. In fact, each alternative is projected to reduce noise



levels in the vicinity of the station due to lower train speeds and the proposed track improvements.

**Land use.** Either build alternative would require the taking of property. The West Haven alternative would require the taking of more individual parcels but less acreage than the Orange alternative.

**Economics.** The economic analysis concluded that the West Haven alternative would be likely to stimulate redevelopment and reuse of properties in the immediate area of the station. Adverse economic impacts could include short term loss of employment due to the businesses to be relocated. The economic analysis of the Orange alternative concluded that the proposed station would not stimulate development in the immediate area of the station unless the land were rezoned from industrial to commercial, retail or residential use. In both cases there would be a negligible effect on municipal taxes.

**Environmental justice.** Neither the West Haven nor the Orange alternative is located in an area with minority or low income populations. Therefore, neither alternative would have a disproportionate adverse impact on minority or low income population groups.

**Visual.** Both build alternatives are projected to have a minor visual impact.

**Historic and archeological.** The Connecticut State Historic Preservation

Office has determined that the West Haven alternative would have no effect on historic, architectural, or archeological resources. The SHPO, however, has determined that the Orange alternative possesses a moderate to high sensitivity for prehistoric and historic archeological resources.

Wetlands and floodplains. There are no wetlands or 100-year floodplains associated with the West Haven alternative. At the Orange alternative the proposed station access roadway would impact approximately 2,300 square feet of wetlands. This impacted area was created by former excavation and has little functional value. The disturbance is unavoidable without significantly impacting adjoining residential or industrial developments, and avoiding disturbance is not prudent in light of the disturbed nature of this wetland and general lack of wetland functions and values. We're almost there.

Water quality. The West Haven alternative would convert primarily developed land into the station facilities and paved parking lots. Construction would decrease the impervious surface and stormwater runoff because the amount of landscaped area would increase. A closed drainage system would be constructed. Stormwater would be collected from the paved surfaces through a series of catch basins and conveyed through a closed pipe system to an appropriate discharge location. Effects of this alternative would be beneficial because of the reduction in

the rate of discharge and because the storm drainage system would be designed in conformance with appropriate manuals and guidance documents.

The Orange alternative would convert primarily undeveloped land into impervious surface. Stormwater would be collected in a closed drainage system in which water from the paved surfaces would drain through a series of catch basins and be conveyed through a closed pipe system to a detention facility which would discharge to the Oyster River. The Oyster River is currently classified by the Connecticut Department of Environmental Protection as a Class BA waterway and may not meet water quality criteria. The water quality goes to achieve Class A criteria for designated uses.

Wildlife, threatened and endangered species. The West Haven alternative would not adversely affect wildlife or directly impact known significant natural communities or known localities of State listed rare species. The Orange alternative would include both direct and indirect effects. The direct effects would include minor habitat loss, and the indirect effects would be to displace some individual animals and increase competition for suitable habitat among species with small home ranges and high population levels. In addition, the Connecticut Department of Environmental Protection has determined that a state species of special concern, the eastern box turtle, has been found in the vicinity of the Orange alternative.

Coastal zone consistency. Both alternatives are consistent with the Connecticut Coastal Area Management Plans.

Energy. Each of the alternatives would have a beneficial effect on energy by reducing vehicle miles traveled.

Public Safety and Security. Both build alternatives would be consistent with Homeland Security and Federal Transit Administration requirements and guidelines and are adequately served by public emergency vehicles.

Hazardous materials and contaminated soils. Neither alternative would result in the release of hazardous materials. However, hazardous materials and contaminated sediments could be encountered during construction at either site.

Construction impacts. Construction activities for both build alternatives would include demolition of existing structures, vegetation clearing, grading, installation of utilities and drainage structures, construction of facilities, paving, and landscaping. For the West Haven alternative, resources that may be affected during a short term construction period include noise, air quality, water quality, hazardous materials, and contaminated soils. For the Orange alternative, resources that may be affected during a short term construction period include noise, air quality, water quality, wetlands and waterways, hazardous materials, and threatened and endangered species.

Secondary impacts. The West Haven alternative would redevelop an already developed area. As such, the West Haven alternative would not result in secondary environmental impacts and could have beneficial effects on water quality and aesthetics as well as the economy of West Haven. Development of the Orange alternative is likely to encourage changes in land uses or development patterns in the immediate vicinity of the site. This induced development would largely occur within previously developed areas.

The objective of this Draft Environmental Document is to fully evaluate the environmental, economic, transportation, and engineering issues associated with the two alternative sites. Following the public review and comment on this Draft Document, the Connecticut Department of Transportation will develop a recommended action. This action will be based on consideration of the environmental impacts, transportation and environmental benefits, and costs of each alternative as well as comments received from agencies and the public during this public review process, and on expected public/private development proposals.

A final Environmental Document will be prepared, documenting the recommended action and the necessary actions required to mitigate any potential environmental impacts identified.

At this point in time we are nearing completion of the overall study process.

The technical studies and Draft Document have been completed. Tonight we are soliciting public comment on the Draft Environmental Document. As just noted, the next step is for the Connecticut Department of Transportation to develop a recommended action to be documented in the final Environmental Document. This will be followed by an issuance of a Record of Decision and Finding of No Significant Impact by the Federal Transit Administration, the lead Federal agency for the NEPA process.

Thank you very much for your attention. I will now turn the meeting back over to Joe for facilitation of public comments.

**MR. CANCELLIERE:** Thank you, Dave. Before we begin the public comment portion of tonight's hearing, I would like to reinforce that the Draft Environmental Document for this project was assembled by a team of highly qualified technicians, experts in their specific field of environmental science. It would be impractical to bring that entire team of experts to this meeting to answer all of your questions. Therefore, we will take any complex questions to them, and responses to those questions will be published in the final version of the Environmental Document.

It should be noted that the Department conducted this exact public hearing on Monday, December 11, 2006 at the High Plains Community Center (it's getting late) in the Town of Orange to solicit comments from public officials and the

general public in that area if fulfillment of the NEPA/CEPA outreach process.

I would like to begin the public comment portion of tonight's hearing by recognizing the elected officials of this region. And let me begin by asking Mr. John Picard, Mayor of the City of West Haven, to make the opening comments.

And while Mr. Picard makes his way to the microphone, I would like to thank the City of West Haven for their assistance in securing this facility this evening.

**MAYOR JOHN PICARD:** Thank you, Joe. How are you? Thanks to Connecticut DOT for hosting this, for holding this. We appreciate it. One thing, Joe, if you think it's getting late now, you gotta come to West Haven more often because this is actually an early night for us. \_\_\_\_\_ state representatives. Ten o'clock is an early night. Really, thank you for being here and for holding the public hearing.

We're very confident at the end of this year we'll make a final analysis and make the recommendation.

I want everyone here to know West Haven is not here competing for transportation dollars and for economic dollars versus the Town of Orange. We're doing this cause we believe it's best for not only the state, it's the residents in the region, to build a train station immediately, as soon as humanly possible, in West Haven.

It will provide an economic benefit. I know your study said it hopefully will provide an economic benefit, but we know it will provide an economic benefit. It's two blocks away from our downtown. With the city council's good graces, we just purchased an arts council. Hopefully, we'll remodel that to spur economic development, bring people into downtown.

The area where the train station is, which it is going to be, actually needs some redevelopment, needs some economic help, and I think that will allow us to do this. There is a vote from \_\_\_\_\_ that was reaffirmed about two months ago asking for the train station to be built in West Haven first. And I'm gonna say "and Orange" because we could use two train stations but, obviously, for a lot of reasons West Haven does need to be first, again, with the economic benefit it will provide and to go back to removing cars and pollutants off the road.

We have 50,000 people in ten square miles and I can tell you most of them are of workforce age. We have a lot of traffic here now that's on 95 and I think it will help remove not only cars but the pollutants. We have the University of New Haven, which is growing by leaps and bounds. They have, I think, roughly 5,000 students now. We have the Notre Dame High School which has over 1,000 students, and a VA hospital, so you can see what we have here and I think it will be a lot more beneficial for people to be able to commute by train as opposed to having



cars on the road, and that's the goal here. We have a state-of-the-art police department with a brand new police station, and a fire department that is second to none. So there is a lot to offer.

We do have an existing transit system that's ready to support the commuters and a redevelopment and the removal of brown fields as part of the Governor's smart growth. I think you will find it's an immense benefit. So, again, it's not in competition with, it's why West Haven and Orange, and why West Haven should be first, and if I ask you why West Haven, the redevelopment and the economic benefit it will bring to a very, very strapped financial town that's, as you'll hear the residents I'm sure when I say this, that are taxed to the extreme and we need to spur the economic development and to help us eliminate part of our debt and really get the economic growth going, and I know the train station will do that.

Just the passion. Look at the people that here, and out of respect to, Jim and I are good friends, I did not go to Orange and I know he's not here, but just the amount of people that showed up and, remember, this was spearheaded, Mike Mercuriano is here, and the late \_\_\_\_\_ has passed away, they got over 6,000 signatures back in 1999. That's how much it means to the people of West Haven. That's what they know it will do. They know it will be a great thing here for the people of West Haven.

So, if you're looking to reduce roadway traffic, reduce pollutants, if you're looking to spur economic development, encourage smart growth, and revitalize the town and possibly save the center of town, we need you to start in West Haven as fast as humanly possible. Thank you and good luck.

**MR. CANCELLIERE:** Thank you, Mayor. I recognize that with us this evening is Senator Gayle Slossberg of the 14th District, State Representative Steven Dargan of 115th District, State Representative Louis Esposito of the 116th District, and State Representative Paul Davis of the 117th District. And I believe that they wish to speak collectively on this proposal. Is that correct?

**SPEAKER:** As the senior member of the delegation, we are honored that DOT is here tonight and Gayle will be brief, but sometimes this Orange/West Haven train station is similar to the Yankees and Red Sox going after some pitcher, and I say that we should change the direction of the conversation between Orange and West Haven and look at the transportation needs of the State.

Collectively, the past few years in a bipartisan way, if you could believe that, democrats and republicans have formed a Transportation Strategy Board to study, to look at some of the problems and you, as our experts with the State, giving us direction on which way we should go.

What's also unique about West Haven and Orange as far as I know, it's the

only two train stations that are competing for private/public dollars except for the one in Fairfield. So, like I said, we will be brief. We submitted a letter to you that we will not read. Representative Davis does have a letter from the Speaker, Speaker Jim Amann, that he would like to read into the record at this time.

So, thank you for being here, thank a number of people over the years that have fought for this, whether it's Mike Mercuriano getting signatures, a number of City Council members, and everyone that's here tonight. So thank you once again. Paul.

**REPRESENTATIVE PAUL DAVIS:** Thank you, Steve. And thank you once again for coming. It's a pleasure to see you. I'm going to, the Speaker, as you know, has been very, very supportive of the Transportation Initiative, many of the ideas came out of his proposals, and he did ask me to read this letter into the record. I have a copy. I also have a copy of the letter that we composed and signed by Senator Slossberg, Senator Hart, Representative Dargan, Representative Esposito, and myself, and I'll just turn that over to you.

“Transportation gridlock has stalled both Connecticut commuters and our economic development. The addition of a new West Haven train station is an opportunity that we cannot afford to miss. West Haven's unique position as the most affordable community to live in along the New Haven line, makes it even

more advantageous that it is developed as one of the two new proposed New Haven train line stops.

Today I write in full support of the proposed construction of a new commuter rail stop train station with parking and transit oriented development in West Haven. Like many of the communities throughout Connecticut, West Haven is transitioning from an older manufacturing community to a commuter town that is need of new economic activity. A new train station will help attract new businesses and quality jobs to an area much in need of economic jump start.

The West Haven proposal is ideal for a new train station with transit oriented development and could become a model for the TOD throughout the State. Plus, with additional parking capacity and increased train car capacity in the near future, a West Haven train station will encourage a new group of commuters to choose Metro North over highway commutes as well as alleviate the enormous demand on other New Haven line parking facilities.

I believe that the construction of the West Haven train station, in tandem with the new Orange train station, will be a pivotal step forward in alignment of a modern transportation system in Connecticut. The proposed construction is sound policy decision that will help to create new train commuters, take cars off our highways, and foster economic growth.

Thank you for this opportunity to share my full support for West Haven's train station initiative. Signed, James Amann, Speaker of the House."

On a personal note I have, and I believe I'm the only member of the delegation to serve on the Transportation Committee, and in my discussions with other legislators, they are extremely supportive of this initiative and as a representative of West Haven, I can tell you that the people of West Haven have come out in strong support and I think it would be very, very important for the economic development to the city. Thank you.

**MR. CANCELLIERE:** Thank you. For the record, that was Representative Paul Davis speaking, and I believe now Representative Esposito.

**REPRESENTATIVE LOUIS ESPOSITO:** Thank you, Joe, and thank you for holding this meeting in our fair town. I'm gonna start my comments, as I did once before when this was first proposed many years ago, I was one of the naysayers who said this wasn't a good idea. Throughout the years, and thanks to Mr. Mercuriano working so hard to bring forth the concept of this train station, I've seen the benefits of it, what it will do for our town, how it's gonna help the residents, and how it's gonna help our tax base, the economic engine that's going to be growing.

And when they first talked about building it in West Haven or Orange, and when CROG gave the final nod for West Haven, we thought that that was a great

step forward, and I think even when the State said, you know what, let's build two of them, because we have a lot of businesses in Orange, we have Bayer that can certainly utilize this station. Well, today we're faced with a lot of problems with money and to spend \$67 million or \$71 million, and if we have to choose, let's weigh everything out; the better choice is West Haven. We're going to fulfill the ridership needs and people who have to come from Orange will still fulfill the ridership needs. Ideally, if we could afford both of them, it would be great, but if we have to pick one location, the one location that we should be looking at is West Haven. It's got the better location, it's got better land slopes to it, as was earlier mentioned, and I think just overall it would be a better fit for the environment, I'm trying to do something for it, but I think just overall if DOT has to pick one, it should be West Haven because West Haven is the better site and if we could afford both of them, then let's build the Orange station at a later date, if needed. Thank you very much for coming down again.

**MR. CANCELLIERE:** Thank you, Representative Esposito. Gayle Slossberg.

**SENATOR GAYLE SLOSSBERG:** Good evening. And I just, I'm not going to be brief so I'm gonna apologize, but I have a few things that I'd like to share. I'll be as quick as I can be but "brief" just doesn't describe it. It's important and, honestly, the people of West Haven have been waiting for this for a long time so I

do want to just draw one distinction, you said you had the same exact hearing on Monday night in Orange, and I just want to draw one distinction, this room is full, there's a lot of people.

You know, we talked about, it says up there on the sheet "West Haven or Orange". We've got a transportation crisis in our State. We have right now the longest stretches between Milford and the New Haven line. We know that Intrastate ridership is up 6.5%, Interstate ridership is up 3%, I-95 continues to be more congested. The Draft EIE states that you've got 1,500 unmet parking needs. Each station is proposed for a 1,000, it makes sense, we know that you need more than 1,500, the Draft underestimates the need, in my opinion, and as they say, if you build it, they will come. If you have two stations, they will be filled right away with people coming off the highway and being, and taking the train.

And more than that, a two-station solution is mandated by Public Act 6-136, which is our economic road map. In Section 2A it states "the Commissioner shall" not "may", "Commissioner shall implement the following strategic transportation projects and initiatives, developing a new commuter rail station between New Haven and Milford", and Section 2B provides, "Commissioner shall", not "may", "evaluate and plan the implementation of a second rail passenger station between New Haven and Milford". It's already in law.

The Transportation Strategy Board priority list says it as well, “improved and expanded inter and intra state rail”. Several activities being undertaken, including West Haven/Orange rail station development study, “it is also important to note that each of these projects is not competitive but rather complimentary of each other”.

Now I know we all talk about money. It’s always a question of how much money, everybody wants everything, there’s only so much money, but we what we need to do is think about this not as an expenditure but as an investment. We know that when we invest in rail, we shift consumer expenditures. For every dollar that is spent on a new rail station, the region will reap, for every million dollars, excuse me, the region will reap \$1.2 million a year and add 62.2 new jobs.

Again, talking about cost, cost savings. For every \$12 million spent on new rail projects, Connecticut will save approximately \$19.4 billion in congestion, \$22.6 billion in consumer transportation savings, \$8 billion in roadway costs, \$7.3 billion in destination parking costs, and \$5.6 billion in accident cost savings. So there’s, again, non-expenditure, an investment. But the bottom line always comes down to this, you got to figure out what you want and you got to figure what you need.

And what I want to say to you is we need this station in West Haven and we need it yesterday. First, if you look at the EIE, obviously, you’ll note that there’s no negative environmental impacts. The West Haven site is optimum, redeveloping an



already developed area, there are no wetlands, there is no wildlife, no endangered species to displace, there's no noise issues, any issues with regard to potential hazardous materials at this point is speculative but, even so, it will provide an opportunity to clean up the environment. It will improve the water quality and reduce the runoff rates.

Second, as the Mayor stated, there will be a positive economic impact and, as you state, it's likely to stimulate redevelopment in the vicinity of the station. To me, that's the understatement of the year. West Haven is a community of hard working, salt of the earth, good people, trying to live the American dream. And there have been tough times with stimulating economic growth and one of the reasons is the transportation system that exists with regard to where West Haven sits. If you think of West Haven as the heart, we've got, it's like needing a coronary bypass, you got I-95 going down south, you're stuck, you got I-95 going north on the Q Bridge, you're stuck, and you get stuck on the Post Road, and it's no wonder why there is a struggle here, and West Haven needs this to happen. 52,360 people are counting on it.

I strongly disagree with the statement that there'll be a negligible impact on municipal taxes. I believe that's the opposite of what we know. We know that this will spur economic growth from the direct area all the way downtown, it will

encourage more efficient land use, community redevelopment, add jobs, increase Real Property values, and as it connects to downtown, it will improve public health with regard to walking and cycling links and improve community liveability.

Look, the bottom line here is this, Federal dollars already attached to this station \$1.2 million bought to us by our Congresswoman, Rosa DeLauro. West Haven needs this to happen. There is a vision. This train station is the switch that turns on the lights for all of West Haven and 52,360 people are counting on it.

Thank you.

**MR. CANCELLIERE:** Thank you, Senator. In a minute I will begin calling speakers from the speaker list and I'm gonna alternate between local officials and the general public in the spirit of fairness. When I call your name, please come forward to the microphone, introduce yourself, spell your last name for the record, and state your address. If you are representing an organization, please give its name as well.

If you didn't sign up to speak but wish to comment on the project, feel free to raise your hand, I'll be happy to recognize you after I go through all the speakers on the signup list. Please remember to limit your time to three minutes so that everyone will have an opportunity to speak. I have about, I'm gonna say about 25, 27 people and I can process about 12 to 15 an hour so please keep your comments

brief if you could.

For those of you who feel uncomfortable speaking publicly, we'll be happy to remain here this evening to speak with anyone after the closing of this hearing to talk with you one-on-one regarding any issue that you may have, but please note, any verbal discussion that takes place after the close of this hearing will not be included in the official public hearing record. A better option would be to complete the Comment Form on the back of the handout and hand it to one of the Department representatives or mail it to DOT. Another option would be to e-mail your comments to the Department. The mailing address and the electronic mailing address are identified on the handout.

So with that I'll call out the first speaker. Can we have Bob Rosenberg, please? And he'll be followed by Mr. James Burns.

**BOB ROSENBERG:** Thank you very much the people from DOT being here. I really hope the traffic congestion didn't make your trip a little bit too unpleasant.

**MR. CANCELLIERE:** For the record your name is...?

**MR. ROSENBERG:** Okay. Bob Rosenberg, R-O-S-E-N-B-E-R-G.

**MR. CANCELLIERE:** Thank you.

**MR. ROSENBERG:** I'm a West Haven resident, business owner, President of the Chamber of Commerce. We want to applaud Governor Rell's initiative to take cars

off of I-95, it's an obvious need. I happened to pass underneath I-95 on my way here and it was at a standstill going north, and that is not uncommon. We have, obviously, taking the cars off is an environmental issue.

Another thing we want to do is preserve open space. I can't tell you how many city council meetings I've been at where people say, we need to preserve open space, to get some more of it, and here is something where we're taking a previously developed, under-used parcel of land and we're redeveloping it to its best and highest usage.

The plan for West Haven effectively takes commuters off of 95. I mean, we have a very dense area here, we're 10.6 square miles. Senator Slossberg gave us a quote as far as the number of people, 52,360 I believe, and counting. And it just makes a lot of sense to have a train station in an area where you have density, where people are going to use it.

In addition to that we have some large employers here, we have the University of New Haven, which is growing by leaps and bounds, we have Notre Dame High School, but something I think that I'd like to address, that nobody else has spoken about, is the VA Hospital. Here we have, they're our largest employer, I believe there are 2,100 to 2,200 employees there but, in addition to that, there are 400 to 500,000 visits per year. Now most of these people are in vehicles, many

times single occupancy vehicles. If you go around that area, parking is a nightmare. So what do you do about that? We're dealing with a Veteran population, many of them are disabled, a lot of them are aging, they need the public transportation.

We want to, we're dealing again with brown fields which everybody will agree is better than using up the green fields, the open space. We have, as the Mayor said, we have a professional full time fire and police department, we have a brand new police facility a quarter of a mile down from there. And if you're looking to take more cars off of I-95 you put the station where you have the biggest density, where you have a lot of people coming in and out, and I think that's the most beneficial use of the tax dollars and it's gonna give us the biggest bang for the buck. Thank you very much.

**MR. CANCELLIERE:** Thank you very much, Bob. James Burns. And Juliette Carmody will follow Jim Burns.

**JAMES BURNS:** Good evening, and thank your for the opportunity. My name is James Burns, Jr. I reside at 86 Honeypot Road. I am the Chief of Staff for the Office of the Mayor for the City of West Haven.

Whenever we discuss transportation development and strategy for Connecticut, the following essential characteristics come to mind: public benefit, mobility, connectivity or access to the region, and public safety. The proposed

West Haven rail station for Sawmill Road, Route 162, meets or exceeds those important characteristics. The City of West Haven strongly supports ConnDOT's initiative to establish a new Metro North station for Sawmill Road.

Landing the railroad station is critical for the city's economic development and a transit oriented development district. But, more importantly, it's the State's goals of getting vehicles off the highway, mainly the I-95 corridor.

In the Governor's budget address in February, 2006, the building of Connecticut's future, West Haven rail station was designated \$11 million provided of the State's share. In addition to that the State will work with the city and the Connecticut Congressional Delegation to secure Federal funding for the balance of construction costs, estimated at \$48 million.

The South Central Regional Council of Governments, COG, proclaims its support for the rail station in a resolution on December 19, 2001. Where COG, \_\_\_\_\_ informed ConnDOT that the West Haven site is the COG preferred site to be developed as a new rail commuter station and that the Orange site be considered for a future site as the demand for additional parking and service is required.

At a COG meeting in June 28, 2006 a motion was made, actually the motion was made by Mayor Picard and seconded by Jim Ceoli, that the West Haven site is the preferred site to be developed and that the West Haven site will be built first,

Orange second.

Senator Slossberg mentioned about Public Act 06-136, which is the law. In that law it states, referring to the two stations, Section 2B, goes into a discussion of Item #5, developing a second rail passenger station between New Haven and Milford. This is in the law and, therefore, it is not one or the other. It calls for the plan for implementation and that's again stated in Section 2A.

Some of the essential characteristics of the station location are paramount with regards to the distance from I-95. As stated, both communities are well within that less than a mile portion. The West Haven site currently has operational access to Connecticut Transit Bus Service with connecting service to Greater New Haven and other regional transportation connections. This is another opportunity to develop a highly mobile transportation center to adequately serve the region.

The station location \_\_\_\_\_ connecting with major employment centers with the feasibility task. An estimated 13,600 work within a mile and a half of the West Haven station.

The Environmental Impact Assessment was stated, and your comments were well taken, but some of the things that need to be considered are the brown fields that we have in West Haven compared to the green fields in Orange. The West Haven site requires no filling of plain or wetlands. The Orange may require some

filling of wetlands. Another concern is the protection of the local habitat and the Oyster River. And the Oyster River does flow into Long Island Sound. These inland wetlands which are in Orange, are of paramount concern to the environment and to the West Haven residents who live downstream.

With the large paved parking spaces being required at both stations, stormwater runoff is the critical issue. In West Haven currently there is an underground stormwater piping system that controls flow and discharging of any stormwater. In Orange stormwater runoff is the major deviation with regards to the environment, the wetlands, and the 50 year floodplain of the Oyster River.

As Mayor Picard stated, this is not pitting one community over the other but an opportunity to create a state-of-the-art regional transportation center that supports transportation but, more importantly, helps West Haven with their economic development. The preferred site to be developed is West Haven and if a second station needs to be built, then by all means Orange should be then designated, as stated in Public Act 06-136.

I thank you for the opportunity to present this evening but, more importantly, let's all get on board and move forth. Thank you.

**MR. CANCELLIERE:** Thank you, James. Juliette Carmody, and Chief Ron Quagliani will follow.



**JULIETTE CARMODY:** Good evening. My name is Juliette Carmody, C-A-R-M-O-D-Y. I live at 150 Church Street here in West Haven and I want you to know that every morning and every evening at peak rush hour I get in my single car all by my little self and I drive myself to work in Bridgeport. I get on I-95 and I just drive, sometimes 20 minutes, sometimes an hour and 20 minutes, sometimes I don't get there at all. But I want you to know that if you build me a train station I can walk from my house to the train station and when I get off the train I can go from the station to my house. I don't even need to get in my car.

Now, if you build a station only in Orange I have to get into my car, I have to drive to Orange, I have to find parking and, gentlemen, when I get in my car I'm driving myself to work. I will not use an Orange station. So you may build, if you only build in Orange, my car is on the road, so you've lost that.

And from my own personal point of view this is a large city, I don't know any other town, any other city, that doesn't have a stop. We used to over 30 years ago. Bring it back, please, cause I will use it.

**MR. CANCELLIERE:** Thank you, Juliette. Chief Quagliani.

**CHIEF RON QUAGLIANI:** Good evening. Ronald Quagliani. I'll spell that for you, Q-U-A-G-L-I-A-N-I. I'm the Chief of Police for the West Haven Police Department at 200 Sawmill Road and also a 42-year resident of the City of West

Haven.

I'd like to speak in regards to the public safety and security portion of your environmental report. On behalf of the 192 sworn-in civilian employees of the West Haven Police Department, I'd like to extend our public support for the West Haven train station. Our State highway system and our local roadways here in West Haven are facing a severe over-usage problem. This over-usage is having a direct effect on the public's safety who utilize and depend on this system.

The success of roadway volume has increased accident frequency on both State and local roadways here, costing an estimated \$3.6 billion a year in legal expenses, roadway repairs, and injury compensation and other economic impact. But, most importantly, this over-usage erodes roadway safety.

I'm sure we can agree that a significant step in making our roadways safer for the motorists who use them is to decrease the volume of vehicles that travel on them daily. To accomplish this, a practical, appealing alternative must be offered to persuade those motorists to use off-road mass transit, specifically our rail system. Motorists will only make the switch if the rail system, and its stations, prove to be a more convenient, reliable and economically sound alternative. In this region that alternative is the West Haven train station.

To accomplish this goal requires commitment. A commitment to having a

station that is easily accessible, a commitment to a station that has sufficient parking and, most importantly, a commitment to the safety to the traveler utilizing the station. A successful train station will remove vehicles from our roadways and must be supported and embraced by the community that houses it. This commitment is strong here in West Haven.

The proposed West Haven train station will be centrally located within the City of West Haven on State Highway 162. The proposed train station location is currently serviced by public transportation. The West Haven Police Department, which is located at 200 Sawmill Road, is just a half block north of the proposed station. The train station location is serviced by a robust and contemporary roadway system that provides easy access to Interstate 95, our city downtown business district, as well as the Veterans Affairs Hospital, the University of New Haven, and access to our city shorefront, one of the largest stretches of public accessible beach in the State of Connecticut.

The West Haven Police Department is fully capable of, and looking forward to providing public safety services for the West Haven train station. The West Haven Police Department is a full time, professional law enforcement agency consisting of 119 sworn-in law enforcement officers and 15 civilian support personnel. The West Haven Department has many contemporary programs and

resources that will assist travelers utilizing the train station, including full time community outreach and crime prevention officers, a full time traffic unit, and bicycling and walking patrols to encourage police and user interaction.

The West Haven Police Department houses a full time and 24/7 emergency response center which handles all calls for service from the public as well as the dispatching of all police, fire and EMS units out of the central location. This center also handles the real time public safety video monitoring in over 20 locations throughout our community. We anticipate the West Haven train station will be part of this system once the station is operational.

The employees of the West Haven Police Department that live outside of West Haven in places such as Fairfield, Bridgeport and Stratford as well as Branford, Madison and Clinton, have expressed to me over and over and over again how difficult their commute has become. These employees are especially excited about the West Haven train station as they will be able to utilize rail as their mode of transportation to and from work, a positive step in removing more vehicles from our highways.

A train station needs all the right ingredients for success; location, accessibility, convenience and support, and here in West Haven we possess all these and more. Thank you.

**MR. CANCELLIERE:** Thank you, Chief. Marc Gallucci followed by Michael Mercuriano.

**MARC GALLUCCI:** Hi, my name is Marc, M-A-R-C, middle initial A., Gallucci, that's spelled G as in George-A as in Apple-L-L-U-C-I. I'm the Director of a Center for Disability Rights with its headquarters here in West Haven at 764A Campbell Avenue. I am a Bridgeport resident, I grew up in Fairfield, and it's a mystery to me why we're even debating having a train in West Haven or Orange. We should have them, really, in both places.

I got involved in this process some four or more years ago, I can't believe it's taken so long, and the reason why I did is because my membership and my consumers which numbers over 2,000, people with disabilities, started as a transportation advocacy group in the early '80s, that had people chain themselves to buses to make them accessible, etc. One of the other things that you probably have heard that we do is we've been advocating for the revitalization of the New Haven to Springfield line and making the new stations in Wallingford and Meriden accessible and, unfortunately, we really pushed for direct link to the airport and we explained why there needs to be a direct link to airport, but apparently there isn't going to be any.

So, getting back to the matter at hand, the reason why I got involved, we do

have many members in Orange, many members in West Haven, and one of the most startling things I can tell you is that all of our members in Orange support the station in West Haven, and that may strike you as odd. Many of our folks use ADA para-transit services. The rules or the way we operate ADA para-transit in Connecticut is that the van service only goes up to 3/4 of a mile off the fixed route bus. The Orange site is more than 3/4 of a mile off the fixed route bus, therefore, anyone who uses ADA para-transit would not be able to get to the Orange site. Anyone who lives in Orange and lives within 3/4 of a mile of a bus route, or is in that para-transit district, would actually be able to get on that van and go to the railroad station in West Haven. Isn't that ironic?

So, my point is this, if you're going to choose between West Haven and Orange, West Haven wins hands-down. I presented some data which I am going to update and send to you by e-mail to that address you have over there, but last time one of the more compelling arguments which caused the South Central Regional Council of Governments to vote for West Haven over Orange was the argument of people with disabilities, that West Haven has the largest percentage of people with disabilities of any town in Connecticut. And West Haven has over 6,000 who use the ADA para-transit van service as well as the fixed route buses. Orange only has a few hundred. It's a no-brainer that if we want to do an analysis

of who would likely use mass transit, of course we consider commuters, I grew up in Fairfield, I know all about commuters mobbing our train station, my father used to go into New York all the time too, but people with disabilities, elderly people and poor people are also people who use mass transportation. And if we're going to talk about their ability to travel intra-districts between bus districts and down to jobs in Fairfield County and other places, then we need to consider providing linkage to them so that they can transport themselves regionally.

And I don't want to take too much time expanding on that tonight because other people want to speak, but I will send extensive documentation, including updated data, and if I may say, and I know I say this with all due respect, I don't want to offend anyone, but I always review your summaries and your reports after we have these hearings and after I submit documentation I'm always upset to find out that the disability factor is never addressed in your reports and I hope that this time it will be. Thank you.

**MR. CANCELLIERE:** Thank you, Marc. Michael, Michael Mercuriano.

**MICHAEL MERCURIANO:** Thank you. Michael Mercuriano, 74 Oxbow Lane, West Haven, Connecticut. I'd like to welcome you, first of all, to our great city and just share the joy that this project has gotten to a phase at this time and that it has been a lot of hard work but really worthwhile.

On the bright side, the West Haven Train Station Committee looks forward to our new station, not just being a stop on the line but an intra-mobile hub, accommodating our bus routes that are in place already, the thousands of residents that could walk or bike to our station, the many handicapped that live a short distance away, the shuttle service to and from the VA Hospital, New Haven University, and Notre Dame High School, a connection point for our trolley services that run through our city, in the future a connection of high speed ferry possibly out to Long Island Sound from our West River deep water sitings.

Hear me, we are a city ready and prepared to take on this train station that the State is about to embark on us. We are ready to take this on as to your recommendations and your site plans as appear on your screen with no other adverse holdups.

On the quality and fair to middling part of this, I must be honest with you that a lot of us are very disappointed and confused regarding the theme of the public hearing. From your slide presentation, West Haven or Orange, this has been going on for seven years. To the article that was just recently in the *New Haven Register* 12/12 saying "Officials to decide after all public comments to be weighed". Let me address this matter of procedure and choice regarding West Haven or Orange. The decision, as we all well know, has been made back in December 19, 2001 when



South Central Regional Council of Governments, 15 mayors, voted West Haven as the preferred site, Orange backup, based on a no-fault \_\_\_\_\_ condition. I have a copy of that decision for submission this evening.

At this time, seeing that you are looking for testimony, public comment, statistics, ridership reports, I publicly submit to you, to our COG, all the facts, testimonies, etc., including approximately 7,500 names on petition in favor of West Haven from that December 19th meeting as testimony and fact to reflect this public hearing tonight. I also submit to you the resolution of COG on June 28th meeting reaffirming again West Haven the preferred site and Orange as a site under Public Act 06-136 this past May, 2006. It further recommends that DOT proceed with the West Haven train station first, Orange second. I will submit a copy of that also.

Now I would like to address the procedure. Everyone here, some might not understand. It appears to me there is a flaw in procedure. It appears to me. I'm not an attorney and, you know, or a legislator. Anyway, the South Central Council of Governments through the Federal and State government make decision on transportation decisions within the region. Based on Federal law, that law entitled "The Transportation Equity Act for the 21st Century" approved June 1, 1998, I also have a copy of and will submit, I have always envisioned this Federal Act as law of procedure in making transportation decisions for the region. It flows, to explain it a

little differently, it flows like zoning, police power, down to your local levels, only this comes from the Federal government. I'm gonna summarize in just one second.

**MR. CANCELLIERE:** Thank you.

**MR. MERCURIANO:** Thank you. Now view this Federal law not only as a procedure, I have viewed this law not only as a procedure but now I view it as a protective law to protect this region and also to protect the City of West Haven. In summary and conclusion, our understanding under Federal, State, Regional, Local procedure and law, is that West Haven has already been selected as the site. We encourage you to do the right and ethical thing. We patiently await your acknowledgment to these facts. Thank you.

**MR. CANCELLIERE:** Thank you, Mike. Eileen, is there an Eileen? I'm afraid I'm gonna mispronounce your last name so I won't try.

**EILEEN BUCKHEIT:** Hi, I'm Eileen Buckheit, Commissioner of Planning and Development for the City of West Haven. It's B-U-C-K-H-E-I-T.

**MR. CANCELLIERE:** Thank you.

**MS. BUCKHEIT:** In the interest of being brief and not repeating the wonderful comments of the Mayor and our elected officials, I'm in full support of the West Haven train station and the economic development driver that it will be for the city.

I would like to point out that I believe there's a State official that is not here

tonight, that's in support of the West Haven train station, that's Governor Rell. On October 6th there was a press release that I'm gonna read from because she speaks more eloquently than me: "Executive Order #15, and that created the Office of Responsible Growth to coordinate State initiatives to control rampant, ill-conceived development that threatens Connecticut's special character." I read this and shared it with Mayor Picard and we felt as though she's speaking about the West Haven train station.

The new office is part of the State budget and policy department which reviews State funding that has an impact on the development of Connecticut and promotes a future that is well-planned, economically strong, and environmentally sound. As she says, "today we are turning a new course for Connecticut. Think about the times we have shaken our heads in disbelief at the sight of another beautiful green field or hillside torn apart while nearby land well-suited for development goes unused. My order aims to prevent sprawling development patterns from forever changing the character of our communities. As we know, the West Haven station site is already filled. The Executive Order creates an intra-agency steering council. The council includes the commissioners and executive directors of key state agencies that have an impact on land use decisions. Representatives from the State's Economic and Community Development,

Environmental Protection, Transportation, Agricultural, Public Health agencies will serve on the council. The steering council will review transportation policies and projects to increase opportunities to promote mass transit and roadway design that supports State and Local economic development while preserving and enhancing the character as well as the walkability of Connecticut's communities. The office will create regional round tables that invite the ongoing participation of city and town officials and foster the development and planning agendas tailored the specific needs in Connecticut, starting with new transit corridors."

The office is also supposed to be sensitive to municipal officials and regional agencies as full partners and I would like to reiterate the Regional Agency is a partner as our Council of Governments have voted unanimously twice to support the West Haven train station.

As far as local support, we did re-zone the area of the train station as a new transit oriented development to further speed up the process of siting the train station at the Armstrong, in the Armstrong regions.

In closing, I would just like to read a letter from the owner of one of the Armstrong buildings, which is across the street. "As a managing partner of \_\_\_\_\_ Haven, Ltd., I continue to be supportive of West Haven's efforts to secure the new proposed train station for the Greater New Haven area. Certainly, this type of smart

development is needed and will alleviate some of the traffic issues we have on our major arteries. I'm also a taxpayer and I'm a concerned citizen about the overall cost of these types of developments, but utilizing the ground level of my facility, which is adjacent to the new proposed train station, you would be able to utilize the facility for all the parking needs required. Further, the building is reinforced concrete and has 22 feet ceilings and can, in fact, be decked for additional parking as well. With parking spaces on structured parking costing \$30,000 per space, this alternative of using my existing facility will save a tremendous amount of money and allow this project to move forward in an expeditious manner. I fully support your endeavors. Very truly, Michael Discala, President and Chief Executive Officer of Michael Discala and Company, Real Estate Investment Bankers and Consultants." Thank you.

**MR. CANCELLIERE:** Thank you, Eileen. Stuart Arotsky.

**STUART AROTSKY:** Stuart Arotsky, 897 1st Avenue. The last name is A-R-O-T-S-K-Y. I also represent the 4th District of West Haven on the West Haven City Council.

I do want to say that it's very clear from tonight that if you build it, the residents of West Haven will use it. I've already heard from the \_\_\_\_\_ dying to see this train station built. Now, your own plans say that Orange will not have any

secondary development from this station. We will have secondary development. And you can realize that if you go to Milford, it's a wonderful success story, bistros, restaurants, that's what I see in that area once the train station is built. People will flock to that area and we already have it re-zoned to accommodate all this new development.

I'm a teacher as well, I teach 10 year-olds. It is now two hours from West Haven to New York City, to the Museum of Natural History. You can't put 10 year-olds on a bus for four hours. The highways are becoming impassable. Projects like this need to go forward, they're our only hope. Now, it's very clear, I think, from our community tonight that we're ready to see this go forward. We've zoned the land around the future train station and there are people who are very anxious to use it. There will be mixed-use development growing up around this train station that will very much make it worthwhile. But the ball is in your court. We need to get this project going because the people of our town do need economic development. We've been waiting for it for years. And you hear the residents tonight talking about how anxious they are, how they've passed petitions again, they're here tonight talking about it, not just us politicians but the people who care about this project. We will embrace the train station once it's up and running.

I mean, your studies make it very clear. West Haven will benefit

economically more than Orange. The site has already been developed, you're not gonna be disturbing green fields, you're gonna be building in a place that's ready to accommodate it, and you can probably get it done a lot faster than a place where you have to tear up the land and deal with possible archaeological issues as well.

So, gentlemen, thank you for coming to West Haven. We're here. If you build it, we'll be on that train. Thank you.

**MR. CANCELLIERE:** Thank you, Stuart. Sid Gale.

**SID GALE:** Good evening. Sid Gale, G-A-L-E, 250 Flag Marsh Road, Guilford, Connecticut. I'm here in a private capacity this evening but my comments come from my service on a variety of regional and community boards and commissions.

I was on the RGP as Guilford's representative at the time that the RGP was deliberating the decision between the two stations. And one of the points that occurred to me very early in our discussions was something that I see tonight in your presentation, that you're looking at inbound counts as they relate to transit to Stamford and New York City. It occurred to me, and I made the statement, that we really need to look at it as both a destination and a source, that it was irrelevant to look at it solely as a one-directional measure of the station's value. It takes on its value as a node within the regional system.

I won't say that that argument won the day with the RGP because their

deliberations were extensive, highly disciplined, and very thorough in considering both the options. It was a pleasure to be a part of such a governmental process. The COG, equally, gave great attention to the RGP's recommendation when it came down in favor of West Haven.

I am concerned that by reflecting an understated ridership count, as this does, you give the appearance that the two stations are really close as options when, in fact, if you really reflected their full capabilities, West Haven would be the clear choice beyond doubt.

Now, as another piece of anecdotal information. In Guilford when we asked our local businesses what they'd like to see for enhancements, they talked about the desire for an improved station in Guilford, and a few of them said they'd like that so that their West Haven employees could be able to take the train to Guilford rather than have to fight I-95 with the Q bridge construction. Well, I'm not gonna suggest to you that Guilford employs a lot of people from West Haven and, obviously, our business people at the time didn't realize that they couldn't get on a train in West Haven, but it does illustrate the point that West Haven's importance, or Orange's importance, is measured as its place in the overall region transportation structure and it needs to be thought of in that sense, and this report understates the ridership and, consequently, also understates it from an energy and an environmental



pollution standpoint.

So, I'm not saying this to urge you to go back and run numbers again and delay the process another seven years by any means, but I hope you will apply these thoughts intuitively and recognize that there is really no choice here between the two.

I will also say in closing that the reason I came here tonight from Guilford, which probably seems a little unlikely, is because I've been a resident of our dear State for my entire life and I know that its decision making processes can be at times extremely circuitous and land in places that no one would imagine, so I wanted to take this last opportunity to do whatever little bit I could to ensure that a correct decision was made. I strongly support the West Haven alternative, and Orange too in its time, but West Haven first. Thank you.

**MR. CANCELLIERE:** Thank you. Gary Perdo.

**GARY PERDO:** Good evening. Gary Perdo, 71 Bluff Avenue.

**MR. CANCELLIERE:** Can you spell that, please?

**MR. PERDO:** P-E-R-D-O, last name. And I'm gonna try not to be redundant as you can see that everybody's in favor of West Haven over Orange, the report directly shows that.

But, two things were mentioned tonight very shortly. Jimmy Burns

mentioned and Ron Quagliani mentioned the beaches. I just want to remind the Board of Governments, \_\_\_\_\_, to get children out of the house and that the train is an asset to recreation. We have four miles of beaches. One of the most successful rail lines in the history of Connecticut was the Vermont Central and that's how you got Ocean Beach in New London and it carried everybody down from Vermont after cold winters, but we're in walking distance. We've got the facilities, we have the ballparks, and we're close to Yale Bowl. We can get those kids to those assets that they need.

My other problem though is with Orange, and I don't want you to rewrite the regulations, but I do see stuff missing. First of all, we're suffering from dramatic changes in weather patterns. We already lost the \_\_\_\_\_ here in West Haven this year from a dramatic rainfall, we already suffered this year from 200-year rainfalls. It's time for the DOT to up the ratios and to start building the culverts and drainage a little bit bigger and retain a little bit more water or we'll end up like 95, we'll be behind the eight ball, it'll be built undersized and it's not gonna handle what Orange has in mind such as Stu Leonard's to West Haven wetlands and so on and so forth. I don't think that has been calculated into an area that already has flood problems. So, please, if you can, retain more water on that railroad station when built.

The other thing is that I didn't see, in god's name, I don't know why anybody

would want to build a railroad station in a swamp in the first place so, you know, you picked it and you've got the engineers, but Connecticut has been expanding its open spaces over the last ten years and is adequately missing the ballpark by not maintaining those open spaces or leaving any money open for local governments to maintain those areas, which is causing a great spread of pestilence in those areas such as Lyme disease and West Nile virus.

I would like to know what the State DOT has in mind in pesticide spraying of that area once the operation of that railroad is and the impact on Long Island Sound and the wetlands and the animals in that area. We already may have lost half the lobsters years back and the shellfish in Long Island Sound from the first spraying. We have no idea what damage we did then. God knows what we have in mind now. Plus, why would you want to load those things onto a train and move them down the line anyways? Thank you.

**MR. CANCELLIERE:** Thank you. Jim, and I think it's Peccerillo.

**JIM PECCERILLO:** Yes, good evening. My name is Jim Peccerillo. It's spelled P-E-C-C-E-R-I-L-L-O, and I reside at 231 Court Street here in West Haven and I represent the 1st District on West Haven's City Council, which is the downtown area.

And efforts here, I would also just like to expand a little bit on what I believe

is the under-estimation of the economic values or advantages that West Haven offers in this regard. One, I had moved back here to West Haven in 1984 and I have worked in Fairfield County ever since, so I commuted to Clairol in Stamford for a number of years and more recently to Unilever in both Greenwich and Trumbull, so I do have some experience in that regard. And one thing that I have noticed around most of the train stations in that corridor that there is a robust economy attached to them. There are some exceptions, you know, green farms for instance, but for the majority the train station is not just a parking lot. It provides value, it provides revenue, obviously, for the State, for the City, and provides something for the commuters as well or the people who are using it. And I just want to point out that West Haven, you know, has an existing infrastructure in the area of the proposed station which I believe can be easily expanded on and redeveloped.

Also, in regards to under-estimating the advantages, in West Haven we do have a state-granted MVP area in our West River and the addition of a station where it is proposed would allow for greater access into both that MVP area as well as the Bayer site, which I think would be invaluable in inducing businesses to move into both of those areas. I believe the State granted the MVP into West Haven so that we could increase jobs there in the State and increase revenues. So, I believe that this train station would help that effort considerably.

And one other thing which has already been brought up which I think has been under-estimated both in the economic and in the energy estimation here, has to do with the fact that, you know, the train station in West Haven will be available to pedestrians easily, bicyclists, and also the fact that the Connecticut Transit currently has multiple routes, has a hub a couple of blocks away in downtown West Haven and also has a regular route which runs right past the proposed area.

So that concludes what I had to say. I appreciate the opportunity and I certainly hope that the decision will be to build in West Haven and to do it as soon as possible. Thank you.

**MR. CANCELLIERE:** Thank you, Jim. Nancy Rossi followed by Martin DeGrand.

**NANCY ROSSI:** Good evening. My name is Nancy Rossi, I reside at 12 Robin Road, and I represent the 7th District. And I, too, am in favor of the train station being built in West Haven. I do believe it's going to bring a lot of economic development to our area, which we desperately need.

And I've heard other people get up and speak tonight and say that, you know, it's not a competition. I guess I look at things differently because to me it is a competition and there are three alternatives and you very nicely laid out the pros and the cons for all of them. And I think that if I looked at this and put my hand

over and didn't which was which I, hands down, would pick West Haven based on what you have put here. And at the end of the day there is going to be one winner. Even if you build a secondary train station in the future, there's going to be one that is going to ultimately prevail and I'm hoping it's West Haven.

Another point that you brought out, and I believe I understood correctly, on your site plans was that in Orange there's only access road in and out, in West Haven I believe there's two, and my concern is whenever you have only one of something, you know, if something happens, anything at all, whether it be an evacuation, god forbid, or anything happens to that road, how would you get the people out of there, whereas at least in West Haven you have a different alternative in that there is another street involved and I think this is something that should actually be looked as a very, very important factor.

And last, on a personal note, I have a son that actually commutes to Norwalk every day and he has to go into Milford to take the train and his comment is he would have quit the job long ago if he had to stay on I-95 every single day. So, with that, I honestly hope, I know that my District is behind it and they'd like to see the train station built in West Haven and, as I said, sooner rather than later. Thank you.

**MR. CANCELLIERE:** Thank you, Nancy. Martin DeGrand.

**MARTIN DeGRAND:** Right now, as we speak, there's a 125 to 150 car parking lot across the street in the station on Hood Terrace. I happen to own that so I know well. It can be put into use tomorrow and under the city's new laws of "mixed use" it would be no problem so if you could add that to your statistics for future meetings or future planning, I'd appreciate it, and if you want some more information on it, please call me. It's lighted, fenced-in, paved, ready to go.

Now under general remarks, myself and my wife, who is with me here, Eleanor, are gonna have four parcels of land taking away from us on Hood Terrace. No problem, come and get it! It's all, it's antiquated and it needs some upgrading. The whole area is gonna be upgraded once this station comes in and with the new 42 ramp, I hope they're gonna finish it in my lifetime, I hope this railroad's coming in my lifetime, but that whole area is gonna be just night and day probably within three or four years after the station is built and, as you know, by reading our local newspapers, we certainly need it.

And I'm a past owner of a trucking company so, like I say, let's get the cars off of 95, you're driving through my office. So, it's gonna greatly affect the traffic. I've talked to people who work in the \_\_\_\_\_ in Bridgeport. They'd be happy to take the train from West Haven to Bridgeport. Many, many people just can walk there or get dropped off there easily. We already have in place a transit system,

taxis, van service, bus service, cops, firemen, sewers, water, storm sewers, it's a shoe-in. And I called Mr. Crowley, who's the largest property owner in Orange, I said look, we're both in the transportation business, why don't you just build a parking lot, we'll both buy a couple of buses and transport the people if you want. You don't need two stations, I don't believe, that's gonna be like taking a taxicab to New York and stopping at every stop. You'll never get there. It's so close it's almost ridiculous. A shuttle service would be a lot more efficient, if you need more parking later on. Thank you very much.

**MR. CANCELLIERE:** Thank you, Martin. Linda Ungerleider. Did I say that correctly?

**LINDA UNGERLEIDER:** Close enough. Linda Ungerleider, 12 Baldwin Street, West Haven. I live with my husband, Alex. We've lived there 4 ½ years and we're currently, or formerly, from Orange, 25 years in Orange. And I hope to bring some information to this hearing.

First of all, the decision seems to be already made, that it's a law, so I hope we are looking at the potential of two sites, or what Mr. DeGrand just said, not necessarily two stations but it's the parking is the biggest issue. I'm also a real estate agent since 1978, commercial and residential, and I currently teach real estate at a local college, and I mention this because the number one, I don't know, besides



Michael, any other brokers or agents in the area, the absolute number one reason that we're losing businesses in this particular area is transportation. Taxes are two, utilities are two, they're both equally horrible.

But transportation, we'd pick up the customer, and I'm not really at liberty to say but one in particular had a potential of 5,000 jobs, and not WalMart type jobs, and when picking this customer up he was an hour and a half late because he couldn't get to me and I couldn't get to him. I'm sure I lost him at that moment seeing the traffic at 8 o'clock in the morning.

I don't know if the figures that were given for ridership is truly, if it's not antiquated at this point with the loss of the Bayer campus and all of the jobs, and Gayle corrected me, I thought I read that Hummel in Orange, we were losing a 1,000 jobs there, so my husband who, unfortunately lost his job the same time last year, was very fortunate to find a job at CIGNA in Bloomfield. It takes him an hour and a half to get there each way, he gets home at 8 o'clock at night.

The choices for jobs or all of these people losing them, is Hartford or the northern Hartford area, Stamford or New York City. I think it's almost considered a moral obligation at this point to really make the decision, get it over with. Like Stuart said, people are dying to get on the train, and they're literally dying at this point. I mean, half of us could be dead by the time we even see the train station

built so I hope you can get that going.

The millions you've already probably spent evaluating both these sites, I imagine, am I correct, that it's in the millions for evaluation at this point?

**SPEAKER:** That's a good amount.

**MS. UNGERLEIDER:** Good amount. So millions of dollars spent of our taxpayers and your taxpayer dollars and then what are we gonna do with it, put it in a file drawer? It's going to, it has to be built, there's no decision here. Both of them have to be built. And the reason why West Haven has to be built first is, one woman made an articulate statement, this is the only city north of New York City that doesn't have a stop. I mean, there's something wrong with that picture right there. Secondly, using the gentleman who talked about the people with disabilities, I think the CHRO would probably be very upset to think that we've got the largest amount of disabled people that could find jobs if they could find transportation, and we're going to build it first in Orange, in the suburbs? I think that would be a mistake to build it there first. I think West Haven is the prime choice.

And lastly, if I can remember what I was gonna say, being that I was in Orange for 25 years, unfortunately I was known as an activist and would come out and fight just about everything. I've never really been in favor of development, this is a first for me, but I can tell you, you don't want to build, you don't want to start

this project in Orange because it's gonna take ten years just to get past that archeological issue and wildlife. I can tell you, talk to Louis DeMarto from Milford, 2 ½, 3 years of fighting a development for the senior housing because of an eagle nest, so I highly recommend you avoid that as your first project. Thank you.

**MR. CANCELLIERE:** Thank you, Linda. And I see that your husband also signed up. Did you wish to speak?

**ALEX UNGERLEIDER:** Linda's other half, Alex Ungerleider, 12 Baldwin Street, West Haven. That's U-N-G as in George-E-R-L-E-I-D-E-R. My wife spoke about West Haven and Orange and I'll tell you that living in Orange for the years we did, nothing got past Marsh Hill Road. If zoning is required to change, you will be sitting on this for the next 25 years number one. Stu Leonard's is still waiting. No wetlands, no wildlife impact, a lower cost of about \$4.5 million, which could be used to impact perhaps a solution for our rising energy costs or perhaps building, laying the beginning of tracks and trestle to Hartford as well.

We would, we have an area that right now is, let's say, under-used and perhaps an eyesore to the community. It would complement the recent rebirth of Sawmill Road. We've put a lot of money into Sawmill Road. As the mayor told you, we have a brand new police station, ample services. We also have the widening of that road which would accommodate the traffic off of 95 to the railroad

facility. West Haven residents welcome the railroad station with open arms. I'm sure in Orange they will have closed fists.

In fact, what I've just told you could be the planks for making a good decision. I'm asking the Department of Transportation to make it in favor of West Haven first, for the reasons you've heard tonight.

Lastly, my job requires me to go to Manhattan frequently and 30 to 40% of the time there's no parking either in New Haven or Milford and it causes me to drive into the city. That's today. If we're talking 2025 you can only anticipate what kind of problems we're gonna experience. West Haven needs the railroad station, and the sooner the better. This will not only foster development but will improve the vitality of our community and, gentlemen, we can really use that.

Thank you.

**MR. CANCELLIERE:** Thank you, Alex. Paul Frosolone.

**PAUL FROSOLONE:** Good evening. Paul Frosolone, F as in Frank-R-O-S-O-L-O-N-E. I'd like to thank you for giving us, the West Haven residents, the opportunity to represent ourselves.

I've been going back probably six years with fighting for a train station along with Mike Mercuriano and the late Dodi Ireland. And one of the big factors and the big push for the Orange station was the Bayer Corporation who, as we all know,

will be moving out of the West Haven and Orange region within the next year. And being that Bayer was the main push for Orange, it seems to me there's no guarantee that another major company will take over that 125 acre complex. You might see 12 individual smaller businesses on that property eventually.

Saying that, the West Haven station is located pretty much in the center of town. There's thousands of residents that can walk on sidewalks to the proposed site, where in Orange the site is on one of the farthest corners of Orange and within about 200 feet you will be in Milford and there's less than 500 houses, residential houses, within a half mile of the site so, technically, people from Orange would have to travel in their cars to the proposed site in Orange. So, there's a couple of things. Eventually the government is gonna have to clean up the brown fields we have in West Haven. If it's not today, it's gonna be tomorrow because the government has a lot of funds available for the possible cleanup of brown fields, so why ruin green fields that we have in Orange?

We have a police department that is the number one police department and facility probably in the whole United States within 20 seconds of the proposed railroad station. We also have probably the most premier fire department in the state, with response time less than 40 seconds away, and we have another station that's within probably 60 seconds away in case there's any actual emergency. And

when I mention the fire department, I want to express that we have a paid fire department where in Orange it is basically a volunteer fire department, and that is a big difference when it comes to response time and the safety of any type of derailment that may occur, which normally doesn't occur in a straight run that we have. And in the station in West Haven we have, roughly 52,000 people live here, what it's gonna do is it's gonna give the West Haven residents the opportunity to higher paying jobs down the railway which they normally wouldn't get in the car to travel to. So, for instance, you're gonna have West Haven residents within the next couple of years applying for jobs in Fairfield and Manhattan and so on, which right now they're not even looking in that part of the area towards employment.

So, am I in favor of the West Haven station? 100%. I would rather see the West Haven station than the Orange station. I travel to the Bronx a lot to go to the nice Italian section on Archer Avenue, and I do take the train on occasions, and the thing that sometimes irritates me is the stops that happen automatically sometimes right after another stop. Sometimes it's easier to get in your car, depending on the time, to get to New York. If we have a stop in New Haven, then a stop in Orange, then a stop, I mean, West Haven, then Orange, I think it's not feasible. I think the best thing to do is listen to the residents that are here, we're very strongly in favor of this. Original plan was suggested to eliminate cars off the highway and the state

originally wasn't looking towards economic development as a whole, but now we can have an awesome domino effect of economic development working off the train station like downtown Milford has, like parts of Fairfield and Stamford they have around the train station. So, please consider West Haven and, once again, thank you for your time.

**MR. CANCELLIERE:** Thank you, Paul. Pat Herbert followed by Jim Shapiro.

**PATRICIA HERBERT:** My name is Patricia Herbert. I live in West Haven. And for the last five years I've been a member of the Conservation of Open Land Commission of West Haven. And for those five years we have listened to the problems and complaints of people who live in the Oyster River watershed. Oyster River rises in Orange and very quickly thereafter flows through West Haven and down toward its mouth, it's really an estuary, it joins with Milford. I'm concerned with what any extra amount of water being deposited in Oyster River will do to the people in West Haven.

I think somebody's beat us, we are now the third most densely populated town in the State, so a lot of people have built their houses right on the banks of the river. It is also true that there are wide wetlands and then wetlands that you don't notice because there's a whole section that is next to the river that has a very high water table. This really impacts on those people because, as it stands now, in the

spring we have a lot of rain and we have the melting water from, you know, accumulated snow that's up-river, Orange isn't that cold but it does give you some accumulated snow, those people sometimes can't walk out their back door there's so much water in their back yards, all in that, all coming, you know, toward Oyster River.

In your own report you said that the drainage from the West Haven station would go east, which is away from the river, where everything that comes from any displaced wetlands or whatever, in Orange, is flowing, by your own report, into the Oyster River. I think maybe this is the most important thing because, you know, we're trying to clean up and to watch over that whole watershed so that, ultimately, we may have unpolluted water for the things like the oysters, which used to be a big industry, and we had the big die-off that nobody really figured out was about right at the mouth of the Oyster River. So, I'd appreciate it, and I know everyone on my Commission would appreciate it and all the people who live in that watershed that goes down to the Oyster River. Thank you.

**MR. CANCELLIERE:** Thank you, Patricia. Jim Shapiro followed by William Johnson, Fire Chief Johnson.

**JIM SHAPIRO:** Good evening. I'm Jim Shapiro. I represent the University of New Haven. You want me to spell the name? S-H-A-P-I-R-O. We're at 300



Boston Post Road.

I didn't come here, necessarily, to talk about the economic development, I came here to talk about traffic and cars, but I would underline that we're very, very interested in economic development in West Haven. We need it to have it be a continually attractive and a vibrant community to attract students and parents.

The university is in the process of changing. We think our growth will help West Haven continue to grow economically and there's a partnership between us. There's a lot of things happening on campus, if you haven't been there I'm sure you've been by on the Boston Post Road, and we're building a 50,000 square foot student recreation center, there is a plaza that's built inside. The end of next summer we will be starting the Henry Lee Institute which will have a museum on the ground floor and be attracting the public. So we'll have more traffic.

And our growth is beginning to attract development already. I had a meeting this morning with a developer who is interested in building housing for the university. I happen to have another one on Monday, that's kind of a coincidence, with developers who are being attracted to West Haven because of our growth. We need West Haven to continue to grow to be successful.

In 1999 we had 1,500 students and 900 on campus. Today we have 2,400 undergraduates and 1,500 on campus, or really 300 of those are at Forest Hills, and

we have 300 tripled. We have 1,750 graduate students now, half of them are full time looking for housing. When we took over the Forest Hills rental properties, we ousted a lot of our graduate students who were living there, because we don't provide any graduate housing, and they're out in the community looking for housing. So that's why the developers are starting to look to grow, to build housing here. We have over 500 part time students and we think, if we meet our plans and we have done that since 1999, we'll have another 700 to a 1,000 students in the next five years.

We're short of beds and we're choking on cars. We have limited geography and we don't know where to put the cars. The train station would be a godsend for us because we'll run a shuttle, whatever it takes, every 20 minutes, every half hour, a mile and a half to the station. It will be an immense help to us when the Henry Lee Museum is operating. If we start at the end of next summer it'll be a couple of years later, that's gonna draw the public into the university and that's good for the community and good for us, but we really need the train station. So, I urge you to do that, plead publicly if that will help, but anyway, we need it and I agree with what other people have said about the economic development and needing it as soon as possible. We need it to continue growing. Thank you.

**MR. CANCELLIERE:** Thank you, Jim. Chief Johnson. Followed by Michelle

Matteo.

**CHIEF WILLIAM JOHNSON:** Chief William Johnson, West Haven Fire

Department. West Haven Fire Department is an Insurance Services Office Class II fire department. The Insurance Services Office rates fire departments nationwide on their ability to control a fire. In the State of Connecticut there are only two Class I departments, West Haven being one of five Class II departments.

The 1st District Fire Department is composed of 53 career firefighters and 60 volunteers. There are 12 firefighters on duty per shift. Citywide there are 3 fire districts that work in unison with a total of 115 career firefighters and 26 on duty in a shift. The station, our first response station is located a short four blocks from the proposed station and the initial alarm you would get 14 to 16 people on the first alarm. On the second alarm the additional ten people. The response time in the City of West Haven is 3 minutes or under for us to get to the station, the proposed station, is under 3 minutes.

In addition, the department, our department has provided the best life support to the citizens since 1981 and there are a minimum of one ALS unit on duty 24/7, most of the time two and three BLS units. In the entire city there are a minimum of three ALS units and a maximum of five on duty. And I stress that because in the City of New Haven, since January 1st the City of New Haven has responded to 15

alarms and fire at the railroad station in New Haven and 117 EMS calls, so we are well prepared to handle any situation in that area.

The water supply in the area is more than adequate. Railroad Avenue is supplied by 12 and 16 inch water mains which provide available flow up in the area of 7,800 gallons of water per minute, which is more than ample. So the West Haven Fire Department is looking forward to and is well prepared to provide public safety to that area and to the station.

I'm gonna switch very quickly as a citizen. I live in the Bennett Hill area and this has not been mentioned before, but Chief Quagliani stated that the West Haven station is supported by a robust highway system, mainly north and south by Elm Street and Main Street and Railroad Avenue, and east and west by Sawmill Road Campbell Avenue, and Savin Avenue. For us, for the people who live in southern West Haven to get to the Orange station one has to travel, and I use the young lady who said she was gonna walk to the station, Mrs. Carmody, for her to drive to the Orange station her and many of the people in southern West Haven have to travel Jones Hill Road to Morgan Lane to Bennett Hill Road, to the intersection of Marsh Hill Road. In that route one passes Edith Smith Girl's School, Our Lady of Victory School, Bailey Jr. High School, and at the intersection of Marsh Hill Road, \_\_\_\_\_ School. Anybody who travels those roads between 7 and 8 o'clock in the

morning knows the traffic congestion due to buses and children walking to school.

The environmental impact of motor vehicles traveling to the Orange station via that route is not conducive to your goals. It's a highly residential area and we're gonna be impacted with an influx of commuters trying to get to the station early in the morning during school hours. And that hasn't been mentioned and I think it bears looking into. Thank you very much.

**MR. CANCELLIERE:** Michelle Matteo. Followed by Paul Kaplowe

**MICHELLE MATTEO:** Michelle Matteo, 135 Prospect Ave. M-A-T-T-E-O. I have a watershed science background so both of these questions are a little bit technical in nature and I'm not sure if both of them are addressed in the Environmental Assessment.

In regards to the Oyster River due to the increased impervious surface, how have the changes to the river's hydrograph been quantified and mitigated? And the second question is, Connecticut obviously has issues with sprawl and with development and the Orange site may seem to open the door for new development around the site, and the West Haven site is, obviously, redeveloping an existing developed site, and has the regional impact of the development of both of these sites been looked at and compared? Thank you.

**MR. CANCELLIERE:** Thank you, Michelle. Paul Kaplowe. We're winding

down, folks.

**PAUL KAPLOWE:** Good evening. My name is Paul Kaplowe. It's K-A-P as in Peter-L-O-W-E. I reside at 31 Dawson Avenue, West Haven. Thank you very much for holding this hearing. I come in full support of the West Haven train station. As a resident over the last 25 years in West Haven, I have seen the economic development decline as opposed to improve and I know, without a doubt, that with a train station our town will be on the road to success and I'm asking you to support the project. Thank you.

**MR. CANCELLIERE:** Thank you, Paul. Dorinda Burrough. Thank you. And Mary Head. Mary Head?

**MARY HEAD:** I live at 45 Court Street in West Haven and I have served in the past on the City's Economic Development Corporation board and also on the Open Space and Conservation Commission. I would like to just quote from your own report, which I read this afternoon, talking about the development of West Haven. You're citing here that "over 1,500 outbound commuters from West Haven, which is 8.8% of the workforce travel an hour or more to work". Well, I've spent years being part of this group and I have driven to Stamford, to Westport, and to Bridgeport and to Hartford, and to have the opportunity to walk to the train station and get on and simply get off at the station that's closest to my job, would be

divine.

Also, it's talking about the housing patterns in West Haven, talking about sales volumes of both single-family and condominium homes substantially higher in West Haven than in Orange. It's pointing out that because "the price of a home in West Haven is more modest than that in Orange, the housing stock is more diverse, its market is more active, its pricing is much more affordable for working-age people." If you have a community that has a high proportion of retired elderly, perhaps they're executives or professionals, well, that's one thing, but West Haven is definitely a working-age population with young children, people who really need this train station to get to work, and for many years I've been one of those people.

The other issue is the future economic development of West Haven will be very much enhanced by having this railroad station in our town. So, I am very much in support of having a railroad station here in West Haven. Thank you very much.

**MR. CANCELLIERE:** Thank you, Mary. That completes the speaker signup list. Is there anyone who didn't sign up to speak who wishes to comment on the Draft Environmental Document this evening? Yes, in the back, just raise your hand. The woman in the back, yes.

**SHARON SPAZIANI:** Thank you. My name is Sharon Spaziani, it's spelled S-P-

A-Z-I-A-N-I, and I reside at 85 Main Street. I'm also a City Council Woman in the 3rd District, which is also in the center of town. I will be brief, I will not elaborate on what everybody else has said because they've said it all, but there is one point that I did pick up on that wasn't addressed in your piece and I'd like to see it incorporated and I'd just like to expound on Chief Quagliani's public safety issue. Exit 42, I believe, is probably in the top ten of the most accidents in the State of Connecticut, and that's not in here. I mean, lives have been taken, serious car accidents. They have, that exit out of all the exits in the State of Connecticut, you can check this out, and that's where it bottlenecks, if you watch the news at night, the traffic cams, it bottlenecks right at West Haven going north, and you would reduce accidents and lives, save lives as well by putting it in West Haven. Thank you.

**MR. CANCELLIERE:** Thank you, Sharon. Gentleman in the aisle seat.

**SCOTT TIETJEN:** Hi. My name is Scott Tietjen, that's T-I-E-T-J-E-N, I live at 387 Center Street, West Haven. I am one of the commuters that currently have to go to Milford to get to a train station.

I've lived in West Haven, 387 Center Street, all my life, 40 plus years. In that time I've had to commute to Waterbury, Cromwell, Rocky Hill, Hartford, and now currently, for the past 4 ½ years I've had to commute into downtown



Manhattan. It's currently 2 ½ hours each way door-to-door. I currently have to run all the way into Milford to pick up the train. At Milford the, well, the train is half filled in New Haven, at Milford all of the good seats are now suddenly taken on the train that I usually get on. When it stops at Stratford all of the center seats are now gone. When the train reaches Bridgeport all that's left is people standing in the aisles, and then it stops at Stamford where about half the people get off and the train fills back up again with people going from Stamford into Grand Central and beyond.

I live just a few short blocks from the proposed West Haven train station. I've been commuting into Manhattan for 4 ½ years. We needed this train station four years ago. My take is, forget all these hearings, start building the train station in 2007. We can't wait till 2009. As a commuter, please get moving. Thank you.

**MR. CANCELLIERE:** Thank you, Scott. Anybody else? Raise of hands. Seeing none I will close tonight's hearing. On behalf of Commissioner Ralph J. Carpenter, I would like to thank you all for coming forward and expressing your views with us this evening. Please remember that you have until December 29, 2006 to submit any written comments to the Department of Transportation.

Thank you again and good night.

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