Lackawanna Cutoff Rail Restoration Project
Public Information Meeting

Thursday, July 10, 2008
Andover, NJ

Comments Submitted By:

Sussex County Freeholder Susan Zellman
Chairman of the North Jersey Transportation Planning Authority

The Lackawanna Cutoff passenger rail project is a vital transportation improvement that
will provide great benefits to Sussex County and the larger northern New Jersey region. I
am pleased that the project is progressing, and I urge the Federal Transit Administration
and NJ Transit to continue to move it forward.

Serving as a Sussex County Freeholder and Chairman of the North Jersey Transportation
Planning Authority (NJTPA), I am in a position to see both the local and regional benefits
of the Lackawanna Cutoff. Locally, this project will provide Sussex County residents,
who currently have no passenger rail service within the county’s borders, by providing
new transportation options, encouraging transit-oriented development and reducing
automobile use.

Perhaps even more significant are the broad regional benefits the project will provide.
One of the most important of these is the Lackawanna Cutoff’s potential to divert
automobile traffic from severely congested highways, especially Interstate 80.
Residential and job growth is expected to continue in northwestern New Jersey and – at
an even more rapid pace – in the Poconos region. Given these factors – and the
continuing rise in the price of gasoline – the time is right to bring rail service to this area.

The NJTPA Board has a long history of support for this project. The Board included the
Lackawanna Cutoff in the region’s current long-range transportation plan. The Regional
Capital Investment Strategy that underpins this federally required plan states, "Investment
to improve the region’s extensive transit network should be a high priority, including
strategic expansions to serve new markets."
In June of this year, the Board took action to incorporate the Locally Preferred Alternative/Minimum Operable Segment into the federally required Regional Transportation Plan. With this action, the NJTPA cleared the way for the Lackawanna Cutoff to receive additional federal funding and to continue to move forward. The 7.2-mile stretch of rail running from Port Morris to Andover will be an enormous step forward for the transportation network of Sussex County.

As a representative of Sussex County and the larger NJTPA region, I am pleased to lend my support to this important transportation project.
Lackawanna Cutoff Rail Restoration Project
Public Information Meeting

Thursday, July 10, 2008
Andover, NJ

Comments Submitted By:
Warren County Freeholder John DiMaio
Second Vice Chairman
North Jersey Transportation Planning Authority
Chairman of the Planning and Economic Development Committee

The Lackawanna Cutoff project has the potential to provide an array of benefits to the residents of Warren County and the greater northern New Jersey and northeast Pennsylvania region. While I am pleased that the project is progressing, I urge NJ Transit and the Federal Transit Administration to continue working with Pennsylvania so that service may be extended west of Andover, bringing those benefits to residents of Warren County and beyond.

As a Warren County Freeholder and a member of the Board of Trustees of the North Jersey Transportation Planning Authority, I have considered the benefits of this project at both the county and the regional scale. In both cases, there is little doubt that this project would be a wise investment.

The benefits of the Lackawanna Cutoff for Warren County residents are clear. The line’s Blairstown station would provide a new transit option for county residents. The station would serve an important and growing area of the county while providing an alternative means of travel paralleling the congested Interstate 80 corridor.

Indeed, it as an alternative to I-80 that the Lackawanna Cutoff also provides great regional benefits. It will help combat congestion on this corridor in both New Jersey and Pennsylvania and lead to improved air quality. As gasoline prices continue to climb, we must provide more and better alternatives to the automobile for current and future generations.
It is for these reasons that in June, in my position as a Trustee with the NJTPA, I voted to endorse the Locally Preferred Alternative for the Minimum Operable Segment. The segment between Port Morris and Andover is the critical first step that must be taken before the line can be extended further. This action by the NJTPA Board allowed the project to move forward and be eligible for further federal funding.

Now that this first piece of the solution is being put into place, I urge that progress continue for extension of the service west of Andover through Warren County and ultimately into Pennsylvania.
Statement of  
Rep. Rodney P. Frelinghuysen  
July 10, 2008

I am sorry I cannot be in attendance at today’s public meeting regarding the proposed Lackawanna “Cutoff” project.

The publication of this Environmental Assessment is nothing less than historic for New Jersey and Pennsylvania. Through Congress and our state governments, we have long worked together to provide this much needed public transportation project. In this time of four dollar gasoline, the publication of this document and the subsequent steps necessary to move forward cannot come too soon.

For my part, I respectfully request the Federal Transit Administration’s continued favorable consideration of this proposal.

The Lackawanna Cutoff project will restore passenger rail service from Scranton to Hoboken, offering a mass transit alternative and easing traffic congestion for commuters in northern New Jersey and eastern Pennsylvania.

Anyone who has driven on Interstate Route 80 knows that mass transit alternatives like the Lackawanna Cutoff are desperately needed along this clogged corridor. Rush hour commuters must deal with heavy traffic and congestion day after day. In addition, residents of New Jersey and Pennsylvania are struggling every day with the unrelenting march of gasoline and diesel fuel prices. They are looking for some relief, and the Lackawanna Cutoff will present them with new options.

Traffic has increased 19 percent on the I-80 bridge over the Delaware River between 1997 and 2002. The Delaware River Joint Toll Bridge Commission’s Northerly Crossings Corridor Congestion Mitigation Study in 2006 estimated that there will be a further 15 percent increase in traffic on this road between 2004 and 2010, with an additional 46 percent increase between 2010 and 2030.

To date, I have worked to secure over $24 million in federal funding for this project and will continue to work to see this project through to its completion.

I am pleased that this comment period is open through the month of July so that all area residents can make their views on this project heard.

Thank you.
Open House Meeting
Thursday, July 10, 2008

Perona Farms, Andover, NJ

NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name: Eric Snyder

Address: 1 Sirkka St
Newton, NJ

Phone Number: 973-579-0570

Comments:

Strongly support the project. Essential to the long-term health of the County and the region.

To send comments or for additional information, please contact:

Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtruncellito@njtransit.com

EA can be found at www.njtransit.com
Open House Meeting
Thursday, July 10, 2008

Perona Farms, Andover, NJ

NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name: Bail Phoebus, Mayor Andover Township

Address: 100 Lawrence Road
LaFayette, N.J. 07848

Phone Number: 973-670-5339 E-mail: 

Comments

I think it is wonderful! Can not wait for the train to come!

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810   Fax: (973) 491-4142   email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Contact Information

Name: NORBERT G. HORNSTEIN
Address: 8 LAMAR DRIVE
          DENVILLE NEW JERSEY
Phone Number: 973 876 0249  E-mail: NORBERTGH@JUNO.COM

Comments

WILL THERE BE EXPRESS SERVICE TRAINS
THAT SKIP LOCAL STATIONS, WILL SOME
RUN ON THE MORRISTOWN LINE OR WILL
ALL RUN ON THE MONTCLAIR-BOONTON
LINE TO HOBOKEN?

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Open House Meeting
Thursday, July 10, 2008

Perona Farms, Andover, NJ

NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name: Paul R. Hart

Address: 1308 Watson St
          Scranton, PA 18504

Phone Number: (570) 347-6117  E-mail: phhrail@verizon.net

Comments

Glad to see that there is continued good news on this
project to keep it advancing. With high gas prices
increasing traffic congestion, it is essential that this project be
expedited and construction and operating services begin as
quickly as possible. Hopefully, a new Administration in
Washington will adopt a more balanced approach toward
adequate funding. It's taken 20 years of studies to get this
far, that's entirely too long!

To send comments or for additional information, please contact:

Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Open House Meeting  
Thursday, July 10, 2008  
Perona Farms, Andover, NJ  
NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name       PAUL BUCKLEY

Address      715 BROOKLYN MTN ROAD  
               HOPATCONG, NJ 07843

Phone Number 973-770-4794  E-mail paul@balco.com

Comments

TO WHAT DEGREE HAS THE CURRENT STRUCTURES CARRYING THE ROW BEEN EVALUATED? HAS EACH OF THESE STRUCTURES BEEN REVIEWED BY APPROPRIATE ENGINEERS REGARDING STABILITY AND GO-FORWARD INTEGRITY?

IT'S POSSIBLE THIS INFORMATION IS IN THE STUDY BUT I HAVE NOT BEEN ABLE TO EASILY LOCATE THIS INFORMATION.

To send comments or for additional information, please contact:  
Vincent Truncellito, Manager, Project Development  
NJ TRANSIT  
One Penn Plaza East, Newark, NJ 07105-2245  
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtruncellito@njtransit.com  
EA can be found at www.njtransit.com
Open House Meeting
Thursday, July 10, 2008

Perona Farms, Andover, NJ

NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name  PAUL BUCKLEY

Address  715 BROOKLYN MTN RD
          HOPATCONG, NJ

Phone Number  973-770-4794  E-mail  paulb@halco.com

Comments

SHOULD COST OVERRUNS BE ENCOUNTERED
DURING ANY OF THE BUILD-OUT PHASES
AND ALL PRE-SECURED FUNDING IS
EXHAUSTED - HOW WILL ADDITIONAL
FUNDING BE SECURED?

To send comments or for additional information, please contact:
Vincent Trunzellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtrunzellito@njtransit.com
EA can be found at www.njtransit.com
Open House Meeting
Thursday, July 10, 2008

Perona Farms, Andover, NJ

NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information
Name: Margaret McGarrity
Address: P.O. Box 538
Andover, NJ 07821
Phone Number: 913-347-2358
E-mail: mcgarrdew@yahoo.com

Comments
The EA is still inadequate + replete with errors. To seek a FONSI is a joke—a very expensive joke for the taxpayer.

This project should not be built.

The costs versus ridership clearly illustrate the wastefulness of both the full project + the route to Audover.

The statistics on which the purported need for the project is based are inadequate + they were derived before traffic numbers began to decrease + they do not address the broad issue of carbon footprint + air quality.
Open House Meeting
Thursday, July 10, 2008

Perona Farms, Andover, NJ
NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information
Name: James J. Smith

Address: 44 Lanning Rd
Blakesville, NJ 07625

Phone Number: 908-362-5422

E-mail: JCrawfo@ncmail

Comments
We would like to see a site map of the RR tracks from Knox Corner thru Lanning Rd to Blakesville. And would like to know how this will impact our property which is approximately 300 yards from the present tracks and overpass.

Bridge: We are also concerned about noise, wildlife, in resale.

We are against this proposal.

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810 Fax: (973) 491-4142 email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Open House Meeting  
Thursday, July 10, 2008  

Perona Farms, Andover, NJ  
NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information  

Name  DON DORFLINGER  

Address  16 Kishpaugh Rd  
Blairstown, NJ  07825  

Phone Number  908-362-5838  E-mail  DONnieLee46 @ HOTMAIL.COM

Comments  

Positive - WANT RAIL SERVICE TO BLAIRSTOWN, move forward!  
100% support.  

To send comments or for additional information, please contact:  
Vincent Truncellito, Manager, Project Development  
NJ TRANSIT  
One Penn Plaza East, Newark, NJ 07105-2245  
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtruncellito@njtransit.com  
EA can be found at www.njtransit.com
Contact Information
Name: JOHN HASTIE
Address: 3 LONGVIEW RD
SPRAA NJ 07871
Phone Number: 973-729-4349 E-mail: BJHAST@TELLURION.COM

Comments
THE PLANS TO START SERVICE TO ANDOVER
SOUND GREAT! I ONLY WISH THAT
THE OPENING WOULD START SOONER THAN
4 YRS - PLEASE REACTIVATE THE
ENTIRE SACHAWANNA LINE ALL THE WAY
TO SCRANTON.

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810 Fax: (973) 491-4142 email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Contact Information

Name     John Reed

Address  161 Pinkneyville Rd
                      Lafayette, NJ 07848

Phone Number  973 579 5744  E-mail  jcr4svcs@gmail.com

Comments

I welcome the assessment and feel that this project should
got underway as soon as possible.
This will help to mitigate high fuel prices & traffic congestion
for commuters from Pennsylvania & Western NJ to NYC.

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Contact Information
Name: Glenn Habria
Address: 53 Union Brick Rd
Blairstown, N.J. 07825

Phone Number: ___________________________ E-mail: ___________________________

Comments
What is taking so long? The commute on I-80 is killing us! We need to get the cars & trucks off of route I-80.

The towns can control growth development by zoning laws if people are worried about over development.

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810 Fax: (973) 491-4142 email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Open House Meeting  
Thursday, July 10, 2008  

Perona Farms, Andover, NJ  

NJ TRANSIT WELCOMES YOUR COMMENTS!  

Contact Information  

Name: [redacted]  

Address: 178 S. Main St,  
Phelpsburg, NJ 08865  

Phone Number: 908-241-6554  
E-mail: amiller@verizon.net  

Comments  

To begin with, "Just do it" and stop studying it to death. You have spent more time and money studying this thing at odds to build it. Just  
ask John Will over at the Lackawanna employee.  

By the way, the address above is that of the  
Phelpsburg Union Station - also Lackawanna  
Served 1865, The NJ Transportation Heritage  
Center is on the station and we are restoring it.  
Some of the same people are restoring the  
Delaware Water Gap Station which though has  
been through floods AND IS STILL STANDING!  

To send comments or for additional information, please contact:  
Vincent Trunzelli, Manager, Project Development  
NJ TRANSIT  
One Penn Plaza East, Newark, NJ 07105-2245  
Tel: (973) 491-7810 Fax: (973) 491-4142 Email: vtrunzelli@njtransit.com  
EA can be found at www.njtransit.com
Open House Meeting
Thursday, July 10, 2008

Perona Farms, Andover, NJ
NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information
Name: Kimbarley Hiscane
Address: Steapend Rd, Paynam
Phone Number: ________________________________ E-mail: kimhiscane@oal.com

Comments
My husband and I are dismayed that NJT has sited the Andover Station on pristine land inhabited by threatened and endangered species. Good planning principles support the concept of adding infrastructure in already-developed areas rather than degrading environmentally sensitive tracts. We would like the possibility of constructing a multi-level parking garage at the station platform) on lot 2016. It is possible that a plan like this could end up being more cost-effective in the long-term than the station as currently proposed.

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810 Fax: (973) 491-4142 email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Contact Information
Name: Keith Smollin
Address: 623 Palmer Ave
Phone Number: 201-983-9231
E-mail: KSmollin@Aol.com

Comments
We need this project done now! Gas prices are high, Route 50 is a mess, and traffic congestion is at an all time high. We desperately need this alternative! Bring the train to Sussex County now!

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810 Fax: (973) 491-4142 email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Open House Meeting
Thursday, July 10, 2008

Perona Farms, Andover, NJ

NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name: Kevin McCarthy & Debra McCarthy
Address: 7 Green Farms Rd
Andover, NJ 07821
Phone Number: 973-786-7404 E-mail: kdbigisland@aol.com

Comments

Dead set against this train. Noise abatement is not being fully addressed, lots of sales contacts on our home in last 2 years due to people not wanting to hear train noise in what is currently a very quiet area. There are no guarantees that this will not evolve to handling trash at other times, train crews are excessive during peak travel making this even less desirable by local residents who already have general nearby train station access points.

To send comments or for additional information, please contact:
Vincent Trunccellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810 Fax: (973) 491-4142 email: vtrunccellito@njtransit.com
EA can be found at www.njtransit.com
Dear Mr. Truncellito:

I received in the mail today a letter from New Jersey Transit concerning a report -- issued jointly with the Federal Transit Administration of the U.S. Department of Transportation -- on the "New Jersey - Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project Environmental Assessment (EA)." Whew! That sure is a bureaucratic mouthful. Luckily, I already knew what it was about.

In what now seems like an eternity ago, my wife Marianne and I drove to the Ramada Inn in Delaware Water Gap, Pennsylvania to attend a public hearing on a feasibility study on restoring passenger train service between northeastern Pennsylvania and New York City. The date was August 31, 1999. It was projected that service might be resumed by 2005 or 2006.

Nearly five years later, on July 1, 2004, we went to another meeting on the same subject that was held at the Hilton Hotel in Scranton, Pennsylvania. The air was thick with enthusiasm and many political bigwigs were in attendance, among them former Pennsylvania Governor William Scranton, Representative Paul Kanjorski, and Senator Arlen Specter.

Now, four years later, we are invited to attend yet another meeting: an "informal open house" with members of a project team who will be available to discuss the new "EA" which identifies a "Minimal Operational Segment (MOS) of the project for advancement." Whow! That sounds like exciting stuff. But I think I will pass this time. You see I have already attended one too many meetings at which people said that something serious was going to be done in the not too distant future about restoring train service from Scranton to New York City. Thanks anyway.

John R. Nordell, Jr.
Old Forge, Pennsylvania
Hello,

My name is Mike Hessmiller. I would like to express my opinion on the rail service from Scranton to NJ. I feel this project is a great idea especially since gas is too high these days. I have expressed that I do believe you will get a high amount of ridership from Scranton and surrounding area. I believe that more than ever with energy problems we have. I would take my family on a New York vacation using the train not using a car due to gas prices.
Please restore train service to the Poconos. I will gladly help.
thank you,
Kermit Koch
65 Bonita Rd.
Waretown, N.J. 08758
732-312-2070
Hi there, my name is Shawn A. Payne. I have worked as an Amtrak Test Maintainer in the Communication & Signal Department for the past twelve years. I have lived in the Pocono area for the past five years and find it a great place to live as well as raise a family. My family and I have been very curious about rail service coming to this area because it would greatly improve my commute. It would lessen the now heavy traffic that has arisen in the time that I have been here. It also would provide an alternative mode of transportation to New York and New Jersey for the thousands of commuters in the area, including myself. The current bus system is right now the major mode of transport in this area. But you and I both know that the railroad would better provide a more efficient means of transportation, especially in the winter months where Interstate 80 has a habit of becoming a frozen parking lot. The current bus fare is 35 dollars one way to NY. I am absolutely sure the rail fare would be significantly less! I plan to attend the meeting on July 15, to find out the future of rail service in this area. Who knows, I may be able to contribute in some way! Maybe in the near future I may be able to use my Railroad knowledge and expertise to one day be a NJT employee providing excellent service in the area I now call home. Please feel free to contact me on any and all information regarding rail service in the Pocono area, as well as any Job opportunities. I can be reached by email at payne0419@aol.com or by cell, 646 533 9971. Thank you.

Sincerely,

Shawn A. Payne
The restoration of the Lackawanna Cutoff is decades overdue. There is massive traffic through the Poconos and western NJ that will never get remedied by added capacity for I80. People commute from Scranton and vicinity to New York City on a daily basis. Numerous people travel to the Poconos for skiing and other attractions. I'm a native of Scranton, working in Manhattan, living first in Manhattan and now on Long Island, and for years I'd periodically traveled to Scranton by bus and later by car, a long and slow trip. Decent train service (into Penn, not terminating on the wrong side of the Hudson) would make a huge difference. Choice of the right equipment (NJT's proposed dual modes with diesel and pantographs) could take skiers directly from Long Island to the Poconos in winter. Baseball fans could go from NYC to see the Yankees AAA farm club in Scranton. Steamtown National Historic Site would get a great tourism boost. And with all the firms that have established call centers and the like in the Scranton area, executives could easily get there by train - as opposed to renting a car. There is no viable air service.

Ron Troy
2 Crystal Lane
East Northport, NY 11731-5028
631 368-4935
rtroy56@gmail.com
Vincent,

I attended the informational meeting earlier today at Perona Farms in Andover NJ - regarding the 7.2 mile extension of the existing rail line into Andover, and would like to express to you the importance of this project. Having multiple choices of transportation in a region is vital to it's success, and having a railroad to add to the choices is the right way to proceed!

I have no vested interest in whether the railroad is built, however I do know that it is necessary.

THE RAILROAD NEEDS TO BE BUILT TOMORROW!!!

Thanks for listening.

John R. Bodner
11 Liberty Trail
Andover, NJ
Dear Vince:

Thank you for the public presentation last night at Perona Farms. We spoke last year in January 2007 but I did not get the chance to chat with you last night. I am a local Andover Twp resident who strongly favors the project, especially the MOS into Andover Township.

I am having a debate with someone over the desirability of the location of the Andover Station.

My argument is that the proposed location was chosen because it is one of the few places where the rail bed and the road are at equal grade. If one goes east the rail bed descends into the deep Roseville Tunnel and if one goes west the rail bed is elevated by the Pequest Fill such that it is over 100 feet above Andover Borough and Rte 206.

His argument is that the station should have been located 1.5 miles to the west in Andover Borough and made the center of a transit village at Rte 206 complete with multi-level parking deck etc.

I say that perhaps the Andover Borough Council rejected this option to the County Freeholders (like Susan Zellman) and County Planner Tom Drabic.

Can you comment on some of the reasons why the Andover Township Station location was chosen in its current form?

Thank you very much.

Best regards,

Timothy W Apgar
3 Howard Dr
Newton NJ 07860-6017

Sr Staff Engineer
Broadband Business Segment
ANADIGICS
141 Mount Bethel Rd
Warren NJ 07059-5128

Cell: 201 230 7225
Email1: tapgar@anadigics.com
Email2: wg2z@ptd.net
The Lackawana Cutoff restoration is a good move toward improving commuter vehicle traffic in Sussex County. My concern is that the proposed 65 parking spaces in Andover may be very inadequate. If there is a rail line within several miles of rural Sussex County the demand will I think be much greater. Plan on a larger commuter population if and when this rail line becomes active.

Regards,
Wayne Gotsch
Thank you for taking written comments on our long anticipated “Lackawanna Cutoff” project. First, I want to say, that I am a 100% advocate of restoring passenger and freight service to this line. And, I see no adverse environmental impact associated with the project. I believe that we are finally seeing some progress on this project evidenced by the fact that NJT is going forward with restoring a 7.3 mile section between Pt. Morris and Andover. As your chief planner so aptly put it … “a toe hold.”

Long ago I was an advocate of doing this project in pieces, as the consultants had originally recommended. But, our people on this side of the river demanded the project come to Scranton in one shot. That was not practical, but our people would not hear of it, and invoked the names of Senators and Congressmen that allegedly demanded it go all the way to Scranton. I never knew if that was true or not, to be honest. I feel their actions cost us valuable time, and federal money. But, that’s over – NJT, FTA and the consultant are now on the same page, and even if the projected date is some 20 years out for eventual train service to Scranton, at least it’s believable and a doable target.

We have many obstacles to overcome – laying new track on the 28 miles that was ripped up – and, then the bridge over the Delaware. When that’s completed we still have a mile or so to restore on the PA side that runs behind people’s houses, that some have claimed for swimming pools, garages and playgrounds. After that it’s just upgrading to handle the projected 65mph trains. And, of course, building stations, and who pays for all this!

I am also a proponent of using this line for all types of freight service. We have hundreds of trucks pounding the pavement daily between NJ and PA, a very large portion of which are coming to Scranton. Just getting some of those trucks off the road would be a major accomplishment. Some say that restoring, or building new passenger lines, does nothing to relieve the congestion that is already in place … but, it does prevent further congestion. I think we’re about 10 years behind the congestion curve, but I believe this project when completed will help reduce further congestion. Our roads and bridges will still demand constant care and upgrading – a huge bill in PA, and I’m sure NJ, but people will have an option.

Jim Finan
110 Jonslea Lane
Roaring Brook, PA 18444

Director of Transportation, Lackawanna County – 2004-08
Executive Director, County of Lackawanna Transit – 1990 – 1999
Investigator, ICC & NTSB – 1980-90
Erie Lackawanna/Conrail – 1969-80
FRED WERTZ: This is addressed to, I guess, Richard Roberts, the chief planner from NJ TRANSIT my name is there on the card, Fred Wertz, New Jersey Rail Coalition.

And you could say I would like to have the planning people for New Jersey Transit include a shuttle service between park-and-ride facilities and the Andover Station stop. This would increase the volume and make it possible for the parking spaces that will be available, which I understand to be about 65, not to be a limitation period -- there would not be a limitation.

In other words, if all you could do was drive your car there and park but nobody else could get there on the train because there were no more parking spaces, that's a problem. We don't want that to happen.

So a shuttle van service to meet trains coming in and to deliver people commuting to New York or to Morristown would be, I think, an ideal way to take care of the extra flow of traffic, which I anticipate will happen -- should happen.

That does justice to have New Jersey Transit Planning, Richard Roberts' people, incorporate a shuttle service, like, a van service between park-and-ride facilities and the Andover station stop.

That would be fine. I haven't read anything about that specific service, but I think it should be included. Thank you.
JAMES CRAWFORD: I would like to ask them what the impact will be on our property. I'm probably the second house past the bridge, coming from Kerrs Corner Road. And when you turn on Lanning, L-A-N-N-I-N-G, Road, we're the second house on the right-hand side. And I think it's about 900 feet from the tracks. And I'm trying to find out what is going to be the impact on this train because, obviously, I'm not happy about it, but I guess we'll see. But I would like to have someone answer or look -- at the map here it's like a half inch away from -- it's cut off, so I can't see it from the map, and they don't have anything else here. So that's what I would like to see. That's all. Thank you.
KEITH SMOLLIN: I am a full supporter of this project. It is desperately needed to relieve congestion off of Route 80, and it's also needed because of high gas prices. We need this transportation alternative, and the sooner, the better. That's all. Thank you.
PETER PALMER: In this era of exorbitant gasoline prices, Northwest New Jersey desperately needs real transit service, and this is a very important first step in that direction.
JAMES CRAWFORD: I previously said 900 feet, I think, and it's just slightly less than 300 yards.
PATRICK REILLY: United Transportation Union is definitely 110 percent behind this project. The only belief that we have that should change is that we feel that phase one should be extended to Stroudsburg where there should be located a yard and terminal. The majority of the traffic will show that Stroudsburg is a key hub for this project. We feel that bringing it to Andover, the ridership will be low, and we'll question the -- we'll raise questions about the anticipated ridership from thereon. If the project is extended to Stroudsburg, we feel that the ridership will be strong enough to show support to finish the project in through Scranton. Thank you.
MS. MURRAY: My name is Rosalie Murray. I live in Blairstown, New Jersey. I have two important requests. One, that the initial phase have the train go to Blairstown. Andover is only 12 miles away. There are a lot of people in the Blairstown area, which would include Knowlton, Belvidere, the whole area, that could use the train from Blairstown. That is my first concern.

The second concern that I have is that scheduling be done so that there would be an express train in to New York City in the morning, at least one, if not more, and returning from New York City in the evening. Express, a train that won't stop at every little stop through Morristown. Because one of the criticisms of the initial scheduling was that it takes so long to get from Stroudsburg to New York.

And it would -- it strikes me as being much more efficient if we can have two or three express trains every day. I guess those are the most important things. And the sooner the better.
MR. KEATING: My name is Dominic Keating. I'm a resident of Dunmore, Pennsylvania. I've given my business address here. I'm the Vice Chairman of the Pennsylvania Northeast Regional Rail Authority. We're the owners of the trackage from Slateford Junction to Scranton.

And we're absolutely thrilled, I am, that the Environmental Assessment has been so positive. So little negative impact, almost miniscule negative impact on the environment in both Pennsylvania and New Jersey.

I'm thrilled that the actual construction of the -- reconstruction of the cut-off to Andover is likely to take place and look forward very much to the completion of the entire project to Scranton. I'm just very happy with the turnout here. And an excellent job done by TRANSIT and the people who are helping to make a very nice program.
MS. KEATING: My name is Kathleen Keating. I am from Dunmore, Pennsylvania. And my comment is that I am very anxious to see this train come about, especially with the current price of gas. And also with family living down there, it's so much easier to get to them than to drive on that interstate that is so overcrowded, and so uncomfortable to drive on. So I'm thrilled with the prospect of getting to New York without having to take a car.
MR. CIMINI: I'm Attorney Joseph F. Cimini, C-I-M-I-N-I. My only comment is I would like to congratulate the efforts that NJ TRANSIT has put forth on the fine presentation here today. I hope that their leadership will continue. And I would hope that my own resources, in Pennsylvania, our own government, and our leaders in Pennsylvania will follow the lead and example that has been well set here by New Jersey Transit, again on the efforts and the real concrete progress that we're seeing on this end of the project.
MR. SHORE: I am Thomas D. Shore. I am for the project. I've commented in a six page letter in the past on the first go-around here.
NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name: MICHAEL BENDER
Address: 158 BROOKLYN ROAD
STANHOPE, NJ 07874
Phone Number: 973-347-4722 E-mail: MichaelBender1@hotwax.com

Comments

40A

- BUSSESS ARE HANDLING ALL NEEDS PRECIOUS & ECONOMICALLY
- BUS TAKES 90 MINUTES TO NYC * TRAIN WILL BE 2 HRS 12 MIN
- BUS IS CHEAPER THAN TRAIN & PROVIDES SOME LOCAL SERVICE
- THE PROXIMITY FOR ANDOVER STATION ARE SIMILAR TO USAGE OF 70% - 80% FROM EXPERIENCE. AND OVERHEAD IS NOT THERE
- PART AUTHORITY & NJ TURNPIKE SHOW DEMAND IS NOT THERE;
- IN TOLL RECPTS - PEOPLE HAVE MOVED TO CARPRES & MASS TRANSIT

40B

- BUS MORE IMPORTANTLY THE CLOSET SERVICES AN AREA I WOULD NOT WANT THE "HIGHLANDS WHICH HAS VIRTUALLY SHUT DOWN ANY CONSTRUCTION
+ GROWTH, SO NO FUTURE GROWTH WILL HAPPEN.
- LIMITED RESOURCES & THEY SHOULD GO TOWARD MORE COST EFFECTIVE PROJECTS BASED UPON A PROJECTED USAGE FOR COMPLETE SERVICE TO PA & PROJECTED COSTS WOULD BE EQUATE TO ALMOST $15,000 PER USER COST.

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810 Fax: (973) 491-4142 email: ytruncellito@njtransit.com
EA can be found at www.njtransit.com
Open House Meeting  
Thursday, July 10, 2008

Perona Farms, Andover, NJ  
NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name  Fred H. Wertz  Co-Chair Penn-Jersey Rail Coalition

Address  265 West Mountain Road  Sparta, New Jersey 07871-3527

Phone Number  973-729-2904  E-mail jwertz@firstenergycorp.com

Comments

Please consider implementing a shuttle service for the townships of Andover and Sparta, also Andover Boro. This implementation is to serve additional patronage for the Andover Borough and Sparta station stops. I understand from your chief planner, Richard J. Roberts, that adjacent communities to the Andover Station stop could participate with this shuttle service to enhance ridership for NJ Transit. I look forward to working with NJ Transit on this matter. Thank you for your attention.

Sincerely, Fred H. Wertz

To send comments or for additional information, please contact:  
Vincent Truncellito, Manager, Project Development  
NJ TRANSIT  
One Penn Plaza East, Newark, NJ 07105-2245  
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtruncellito@njtransit.com  
EA can be found at www.njtransit.com
Open House Meeting
Tuesday, July 15, 2008
Quality Inn, Stroudsburg, PA
NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information
Name  RONALD GATTI
Address  PO BOX L99
         BLAKESLEE, PA 18610
Phone Number ___________________________ E-mail  RON.GATTI@GMAIL.COM

Comments
THE PROJECT IS A ROMANTIC IDEAL, DEVOID OF ECONOMIC REALITY, PRACTICALITY, OR COMMON SENSE. THE ANDOVER STATION DOES NOT HAVE A LOCATION THAT HAS ANY ROADWAY INFRASTRUCTURE. THE EAST STRoudsburg STATION LACKS PARKING. THE ANJACINK STATION IS WELL SITUATED BUT NEEDS TO BE TOTALLY BUILT FROM SCRATCH. ONCE BUILT, THE SYSTEM WOULD NEVER BE SELF SUSTAINING ECONOMICALLY. WHEN CLOSELY EXAMINED THE PROJECT IS MORTALLY FLAWED.

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810    Fax: (973) 491-4142    email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
STATEMENT OF U.S. SENATORS ARLEN SPECTER AND BOB CASEY
REGARDING THE SCRANTON TO NEW YORK CITY PASSENGER RAIL PROJECT

July 15, 2008

Following the June 18, 2008 meeting to discuss the current status of the Scranton to New York City Passenger Rail Project, Senator Arlen Specter issued the following statement:

"Senator Casey and I convened a very productive meeting with the Federal Transit Administration Administrator, the Chairman and the Chief Operating Officer of the PA Northeast Regional Railroad Authority and the Assistant Executive Director of New Jersey Transit. Very significant progress is being made for $17 million to supplement $20 million to complete Port Morris to Andover, N.J. While it's impossible to be specific as to timing, we are moving ahead on active plans to move all the way to Scranton."

"The federal officials believe that federal participation is realistic, providing Pennsylvania and New Jersey do their share which we think is also doable. There obviously is a great deal to be done to move toward total funding but this meeting today was a significant step along the way."

Senator Bob Casey stated after that meeting that he was encouraged by the "real commitment by federal officials to quickly act on the environmental assessment." Senator Casey expressed his appreciation for the efforts of New Jersey Transit in completing the necessary environmental and economic reviews of the project to keep the project moving forward. Senator Casey has also stated, "We look forward to seeing a passenger rail line serving Scranton, the Poconos, and northern New Jersey to New York City that can relieve traffic congestion, ease commuter problems, improve air quality, and spur economic development across that corridor."

Both Senators have been strong advocates of the rail project. Senator Specter has helped secure $21.81 million for this project since Fiscal Year 2001. This includes $1.3 million for the 2008 federal fiscal year budget that were jointly secured by Senators Specter and Casey. Since taking office in early 2007, Senator Casey has made this project a priority. Both Senators are encouraged that the U.S. Senate Appropriations Committee recently approved an additional $1 million for the Scranton - New York City Rail project in the Fiscal Year 2009 Transportation, Housing and Urban Development Appropriations bill. This appropriation awaits action on the Senate floor and must be approved by the House of Representatives and the President before funding is final, but is a good first step toward the next phase of funding.

Senator Specter and Senator Casey both look forward to the completion of the Finding of No Significant Impact study by FTA Officials as it is a vital and important step in the restoration of rail service from Scranton to New York City.
Open House Meeting  
Tuesday, July 15, 2008  
Quality Inn, Stroudsburg, PA  
NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name: James Phillips
Address: EAST STRoudsburg Boro 64
24 Andlahk St  E Stroudsburg 18301
Phone Number: 570-426-8800  E-mail: jimphilesbotepixx.net

Comments

Glad that EA now addresses issue of noise affecting Quainton East Stroudsburg by proposing for implementing Quiet Zones at 5 grade crossings. This is important concern and good proposal to mitigate potential impacts.

Also glad to see proposal includes new signal and modifications to Andlahk (Crescent) Street intersection to address traffic concerns there.

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Open House Meeting  
Tuesday, July 15, 2008

Quality Inn, Stroudsburg, PA

NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information
Name Tim CARBONE
Address PO BOX 158, SHAWNEE on-DELWARE PA 18356
Phone Number 970-470-9514  E-mail tim@novn.com

Comments
I am 100% behind this project and applaud it. We need more mass transit alternatives and the 4000ers take better.

To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810  Fax: (973) 491-4142  email: vtruncellito@njtransit.com
EA can be found at www.njtransit.com
Open House Meeting
Tuesday, July 15, 2008

Quality Inn, Stroudsburg, PA

NJ TRANSIT WELCOMES YOUR COMMENTS!

Contact Information

Name  DALE WELSH
Address  800 INDIANWOOD DRIVE
          STRoudsburg, PA, 18360
Phone Number  570 629-2632  E-mail  DREAMRIDE@VERIZON.NET

Comments

GREAT PROJECT. I WORRY THAT THE FUNDING BEYOND ANOCER WILL NOT BE FORTHCOMING AFTER JERSEY PEOPLE ARE SOMewhat SATISFIED. PERHAPS THE NEW HUDSON RIVER TUNNELS WILL SPEED COMMUTE TIMES TO INSPIRE FULL CONNECTION FUNDING.

THANK YOU ALL FOR THIS IMPORTANT PROJECT


To send comments or for additional information, please contact:
Vincent Truncellito, Manager, Project Development
NJ TRANSIT
One Penn Plaza East, Newark, NJ 07105-2245
Tel: (973) 491-7810  Fax: (973) 491-4142  email: ytruncellito@njtransit.com
EA can be found at www.njtransit.com
This project is a positive one...I’m for the train. I moved to the Poconos over two year ago moving with the intention that the train will be here soon. I live in East Stroudsburg and they have to be some form of transportation. I pay over nine thousand dollars in taxes in one year and cant travel to work without driving or taking Martz bus which is too expensive ($464.00). It need to get here much sooner. The people who are against it are the older forks and do not have to travel to work, if the politicians need to see the Poconos build up they need to bring the train.

Savitri Pancham  
Supervisor, Data Control  
Municipal Credit Union  
Tel: 212-238-3313  
Fax: 212-766-5866  
spancham@nymcu.org
Comments: The final form of the presented EA is very complete and certainly deserves to have a FONSI issued promptly.

I attended both the Andover 7/10 and Stroudsburg 7/15 hearings and did not hear much in the way of objections to the project except for a couple of "die-hards" that would object to any change of any kind. Those who did object were mostly saying that the service would not justify the money expended, but then again, neither did the Brooklyn Bridge when it was first proposed.

Even the Sierra Club of NJ (as differentiated from PA and the National), could not offer any specific objections that made any sense whatsoever. I suspect the NJ Director is voicing his objections more to justify his job than anything else. I could not pin him down to any specifics. He (Jeff Tittle) was at the Andover meeting but I didn't see him at Stroudsburg, and I was at both for at least 4 hours.

When the first phase of the project, the MOS, is completed, I predict there will be over the projected ridership, and within ten years will require significant expansion of the parking lot. Part of my reason for this is the anticipation that the newly ordered dual-mode locomotives will be available and will make "Mid Town Direct" service from Andover a reality. Within six months of this happening, you won't be able to expand the parking lot fast enough. The same for the Mt. Arlington station where the parking lot is daily at over 95% of capacity. I check it several times each week, and have noticed that the Lake Hopatcong station parking lot is never over 3/4 filled since Mt. Arlington opened. I believe this is the source of most of the new Mt. Arlington parkers.

When the following phase(s) is/are completed to Scranton, I believe that all ridership figures will be at least 50% higher than predicted within 5 years of opening, especially if the dual-mode locomotives can be used.

This project must be pushed with as much urgency as possible, since other worthy projects driven by the ever increasing fuel prices will be competing for federal and state monies. (MOM line, the West Trenton line, and the I-78 study that will probably encourage the extension of passenger service past High Bridge to Phillipsburg or Easton).

I have been working on pushing the Lackawanna Cutoff project for over ten years, and have seen credible opposition crumble and disappear except for the few usual crack-pots. Some will always object to anything new. We have delayed too long with this project and in those ten years have seen costs escalate from $200 to $551 million. Further delay will cost us dearly in terms of direct dollars, air pollution, fuel consumption, and forever lost economic waste caused by sitting in traffic.

Thank you.
July 25, 2008

Vincent Truncellito, Manager
Project Development
NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2245

RE: BYRAM TOWNSHIP COMMENTS

Dear Mr. Truncellito:

The Township of Byram submits the following comments regarding the New Jersey – Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project Environmental Assessment (EA) – June 2008.

The Byram Township Council finds and concludes the proposed project may have significant environmental impacts on the Township of Byram and other areas along the Cut-Off that are sufficient to require a full Environment Impact Statement. Attached are specific comments on the Environmental Assessment that support the need for an Environmental Impact Statement.

The Township of Byram has previously presented its opposition to the reactivation of the Lackawanna Cut-Off project as articulated in Resolution 143-2004 (attached). In addition, the Township has supported the proposed reactivation of the Cut-Off in Resolution 14-2007 (attached) supporting the establishment of the mainline as a recreation trail.

The EA identifies the Minimal Operable Segment of the project identified as the locally preferred alternative providing restoration of passenger service from Port Morris, New Jersey to Andover, New Jersey at a distance of 7.3 miles. The majority of this Minimal Operable Segment of the project is through Byram Township and will have a detrimental impact on the quality of life of a large number of the Township's residents. The document fails to identify homes that are very close to the right-of-way that may be severely impacted by noise, diesel pollution and dust.
Attached is a listing of homes that may be moderately to severely impacted based on their location to the right-of-way.

The Byram Township Council recognizes “No Build Alternatives” can be considered instead of the Minimal Operable Segment which may include improvements and increased services to the local transit network. The EA references the Cut-Off for trains carrying freight and municipal solid waste is not planned for the future, but does not eliminate the possibility.

The proposed location of the station in Andover Township on the south slide of Roseville Road may have significant quality of life impacts on the residents of Byram Township, and may require Byram Township to complete off-tract improvements to Roseville Road and for New Jersey Transit to complete improvements to the one lane bridge on Roseville Road that extends over the Lackawanna Cut-Off right-of-way.

Byram Township, the ‘Township of Lakes’, has many lakes and waterways that will be directly or indirectly impacted by excess storm water runoff resulting from increased impervious surfaces due to the restoration of the Cut-Off. The EA references impacts due to temporary construction impacts. Byram Township is concerned regarding the long term impacts of runoff from the Cut-Off to the lakes and waterways of Byram, particularly Wolf Lake and Lake Lackawanna.

The benefits of implementing the Cut-Off as a recreational trail prevail over the costs associated with the current, proposed project. The establishment of a recreational trail has many public benefits including recreation, open space preservation, and economic development. A linear route such as this, connecting national and state parks would be of regional and national significance.

There are many historical aspects to the Lackawanna Cut-Off which include its unique structural features, the Roseville Tunnel and the use of reinforced concrete structures. Reactivation of rail service raises concerns to the historical significance of the Roseville Tunnel, culverts, bridges and any of the original Cut-Off structures within Byram Township. It is important these structures and the surrounding areas are preserved to maintain their original appearance and historical significance.

Byram Township insists that the U.S. Department of Transportation Federal Transit Administration and the New Jersey Transit consider the environmental impacts and require a full Environmental Impact Statement. The proposed Minimal Operable Segment mainly impacts Byram Township and the residents deserve the due diligence to ensure their quality of life. The Township would like to partner with the U.S. Department of Transportation Federal Transit Administration and New Jersey Transit to identify solutions that will minimize or eliminate the concerns that have been raised by the Township.
Please feel free to contact me with any questions.

Very truly yours,

[Signature]

Joseph W. Sabatini
Township Manager

cc:
Federal Senators and Representatives representing New Jersey
Governor Jon Corzine
New Jersey Transit Corporation Executive Director George Warrington
State Senators and Assemblypersons representing Sussex County
Sussex County Board of Chosen Freeholders.
Byram Township Council
Tom Collins, Byram Township Attorney
July 28, 2008

Vincent Trunellito, Manager
Project Development
NJ TRANSIT
One Penn Plaza East
Newark, NJ 0710502245

RE: ADDITIONAL BYRAM TOWNSHIP COMMENTS
New Jersey-Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration
Project Environmental Assessment (EA)—June 2008

Dear Mr. Trunellito:

The Township of Byram submits these additional comments on the Cut-Off EA and asks that they be attached to our original letter of July 25.

This letter supplies more detail about environmental issues of special concern to Byram and proposes specific resolutions to those issues. These are the concerns cited generally on page two, paragraph four of the July 25 letter about impacts to Byram’s lakes and waterways.

Our more specific concerns include:

- *The Category 1 stream on the proposed Andover station site*: This stream, while just over the line in Andover Township and thus not precisely within the Highlands Preservation Area, was designated as a Category-1 stream by the NJ Department of Environmental Protection on June 16, 2008. It is also considered Highlands waters, as it is fed from Highlands Preservation Area ground and surface waters and returns to the Preservation Area after passing through the proposed station site. Thus, this stream requires 300-foot buffers, and the proposed station construction within those buffers will require thorough DEP review and may even require Highlands Council review.

- **This severe environmental constraint provides a substantial reason to consider relocating the proposed Andover station site to a point along the Cut-Off’s intersection with Route 206 and within Andover Borough.**

As one of our Councilmen discussed with NJ Transit Representatives at our June 18th meeting in Byram, as well as the July 10 EA Open House at Perona Farms, a station at this location would also avoid potential traffic problems and the need for major infrastructure improvements on rural Roseville Road and through Byram neighborhoods and would establish a rail station within an economically impoverished existing State Center. This location would generate a true Transit
Oriented Development in a fitting location and provide a powerful boost to the economy of Andover Borough and southern Sussex County.

Although this station would cost more to build, it would greatly improve the project from both an environmental and an economic aspect. Within the scope of a $36+ million project, the additional cost for a superior station site should be carefully considered by NJ Transit.

- **Wetlands within the right-of-way between Roseville Tunnel and the bridge that carries Roseville Road over the Cut-Off**: This wetlands occupies the right-of-way for most of this roughly half-mile stretch within Block 218.04/Lot 1 and will be severely impacted or destroyed by any reconstruction work.

  The Township is making a formal request that mitigation for the disturbance of this wetlands be conducted within Byram Township and along the Lubbers Run corridor. The Lubbers Run corridor will be impacted by Cut-Off construction activities along the stream (where the concrete structure that allows Lubbers Runs to pass beneath the Cut-Off is scheduled for repairs) and above Lake Lackawanna (part of the Lubbers Run system and bordered by the Cut-Off).

  The Township is proposing that mitigation work consist of stormwater improvements at Lake Lackawanna. This Lake, which is a dammed portion of Lubbers Run, is suffering from adverse stormwater impacts and lies immediately above a C-1 stretch of Lubbers Run. Mitigation here would also help buffer the adverse impacts of construction work immediately above the stream and lake.

- **Recreational trails and trail links affected by reactivation**: At our June 18th meeting with NJ Transit in Byram, one of our Councilmen noted that parts of Byram’s extensive trail network would be blocked by a reactivated Cut-Off. Of particular concern is the regionally significant Highlands Trail, currently being established through Byram. NJ Transit representatives agreed to work with Byram to help establish a safe crossing of the Cut-Off to help maintain this vital recreational link in our Township. We would like to see this commitment addressed in the final Cut-Off impact statement.

Thank you for accepting these additional comments from Byram Township, and we look forward to your response to our concerns.

Sincerely,

Joseph W. Sabatini
Township Manager

Cc:
Federal Senators and Representatives representing New Jersey
Governor Jon Corzine
New Jersey Transit Corporation Executive Director George Warrington
State Senators and Assembly-persons representing Sussex County
Sussex County Board of Chosen Freeholders
Byram Township Council
Tom Collins, Byram Township Attorney
BYRAM TOWNSHIP:
COMMENTS ON THE REVISED
ENVIRONMENTAL ASSESSMENT
FOR THE
LACKAWANNA CUTOFF

The revised EA contains only minimal changes and draws basically the same conclusions as the original draft. As emphasized at the July 10, 2008 informational meeting, the purpose of this revised EA is to seek a FONSI (Finding of No Significant Impact) as soon as possible.

The EA only examines the area within ¼ to ½ mile of the right-of-way and so may avoid examining broader impacts.

Many of the issues raised by Byram Township in its comments on the original draft remain unanswered or without sufficient detail, including:

The revised EA postpones various studies until the future engineering phase of the project. These include:
  o Wetlands—a full wetlands study will only be done in the engineering phase. A small stream on the Andover station site (which is within the Highlands Preservation Area) requires a 300-foot buffer but this specific requirement is not cited in the EA.
  o Threatened & Endangered (T&C) habitat—a full T&E study will only be done in the engineering phase. The EA notes that T&E impacts are a potential at the Andover station site.

Floodplains and surface waters: The revised EA notes that repairs will be conducted on eight bridges or culverts within Byram or along Lubbers Run and its tributaries. The EA cites careful construction methods and Best Management Practices as the solution to these impacts but does not detail how Byram’s most important stream and the lakes alongside the Cutoff might be impacted.

Possible impacts to surface waters are again briefly discussed under a section about aquifers: The EA notes that the project area includes the Northwest New Jersey sole source aquifer in Morris, Sussex and Warren (the second largest aquifer in NJ) and that “contamination from volatile organic compounds associated with rail transit operations is always a possibility. Minor insignificant amounts of grease, fluids, oils and other contaminants will be released during daily rail transit operations along the right-of-way.” Similar contaminants in runoff are cited for the station areas.

The EA states that “overland flow of these contaminants will help to filter the majority of contaminants before they reach waterways or wetlands. In water work
will be avoided to the maximum practicable extent and best management practices will be implemented. It is expected that adverse impacts to surface water quality and quantity would be minimal due to the various technological advancements and regulatory constraints in existence today.” Methods for avoiding and mitigating these impacts are generally described on the following page (p. I-12).

There is no specific discussion about possible impacts to the Germany Flats aquifer or the Forest Lakes wells that draw from it.

**Freight and garbage:** Although freight is recognized as a possible use in the original study of this project and has been cited as a potential by both critics and supporters of the line, the revised EA again dismisses this use and thus does not address potential impacts of such a use.

In charts in the revised EA showing NJ Transit’s responses to comments on this issue, the response is only that these uses are “not planned for the future.”

**Possible development promoted by this project:** The revised EA draws the same conclusions as the draft EA—the restoration of rail use (either on the full line or the route to Andover) “will not result in any direct or indirect impact to land use patterns” and “project-induced development will not occur in the vicinity of any of the proposed station sites.” Since the Sussex County Strategic Growth Plan itself supports a transit village near the proposed Andover Station, this seems a poorly examined conclusion. The EA examines an area within only ¼ to ½ mile of the project site, and thus this conclusion may not consider development that could be promoted outside of that limited corridor.

Because the original and the revised EA dismiss the potential for new development, the possible impacts of such development are not addressed. Thus, additional traffic on local, State, and federal highways and additional impacts on natural resources are not examined. There is also no assessment of how Byram’s local roads might be affected by traffic to the Andover station.

However, on page 21 of the EA summary, one of the goals of the Cutoff project is to “Promote Regional Development.” This is defined largely as economic development and as the attraction of more state and federal investments.

Also, at the same time, the EA cites future population growth and traffic congestion in Sussex and Warren as key rationales for this rail line. The projections are based on growth between 1990 and 2000 and use those numbers to project 32% future growth in Sussex and 30% in Warren (no mention of the period of time during which this growth is expected). Since the base data precede the Highlands Act and the escalation of gas prices and disruption of the housing market, these projections may be questionable.
Deforestation: Although not clarified in the revised EA, NJ Transit representatives say they plan to remove trees only directly along the track-way and not to any extent down the embankments (such as near the Lake Lackawanna and Wolf Lake neighborhoods). There are no specifics about tree removal, either for construction or operation, and no explanation of how many trees will be removed on embankments within deep cuts (such as occur near C.O. Johnson Park and Forest Lakes). The visual impacts of tree removal are not discussed. The possible noise and air pollution impacts of tree removal on nearby homeowners are not discussed.

Impact on homes and homeowners: The revised EA again fails to provide maps showing where homes are very close to the right-of-way and may be impacted by noise, diesel pollution, and dust.

The document provides limited mention of possible impacts on the value of homes and subsequent impacts on property tax revenues for Byram, except to say that such impacts could be possibly negative (noise, vibration) or positive (living near a commuter rail line). The revised EA states that severe impacts will be ‘mitigated’ but does not say how.

There are charts citing general areas that may be affected by noise or vibration but none of Byram’s residential areas or roads is cited. C.O. Johnson Park is cited (called Carol O. Johnson Park) but the conclusion is that there will be no serious impacts.

For the restoration to Andover, the revised EA cites 83 residences that will be moderately affected by noise and vibration (within 100-900 feet of the centerline of the track) and another 5 that will be severely impacted (within 45-380 feet). There is no specific list of homes nor which are considered severely impacted.

(An examination of Byram tax maps shows 125 homes lie within 500 feet of the Cutoff right-of-way, some as close as 50-100 feet. A list is attached, prepared by the Township Planning Department, showing 4 homes within 50 feet, 10 more within 100 feet, 29 more within 200 feet, and 82 more within 500 feet.)

Transportation alternatives: The revised EA still does not fully examine transportation alternatives. The study only compares restoration of the rail line to other transportation projects either underway or likely to occur within the year of the study or actually committed for completion by 2030. Thus there is no broad discussion of whether adding more buses or more trains on existing lines or adopting policies such as restricted travel lanes on I-80 or staggered work hours or other strategies might serve equally well and have a more immediate impact. There is also no discussion of the recent statistics showing a measurable decrease in traffic on major routes in NJ since the escalation of gas prices.

Energy: To questions about energy impacts, the revised EA explains that the project is not being promoted as an energy saver but rather for other purposes.
Nevertheless, the revised EA concludes that there are no energy impacts for either the full or partial restoration of this rail line while at the same time noting (in responses to commenters) that “the EA acknowledges in Section 3.10 Energy that this project does not save energy.”

There is no mention or discussion in the revised EA about global warming issues nor any attempt to measure the impact of this project in those terms, in spite of the minimal number of riders predicted on the trains using this line.

**Costs of construction and operation:** There is also no discussion of whether the construction and operating expenses justify the project or whether these transportation dollars could be used more effectively elsewhere at this time.

In response to comments about costs, the EA states that it does not make judgments about costs.

At the estimate of $551,000,000 to restore the full line (although these estimates are in 2007 costs) to serve a total of 6,700 passengers by 2030, the construction cost alone equals about $82,240 per passenger. There is a projected operating deficit each year of $12 million (also 2006 or 2007 numbers), or about $1,800 per passenger per year.

For the Andover-only line, construction costs are estimated at $33,200,000 (rising with an estimated 3% inflation to $36.6 million) and ridership is estimated at 260 by 2030—a cost of roughly $131,000 per passenger for construction costs alone. The annual operating deficit in 2030 is estimated at about $1 million, or $3,850 per rider per year.

**Trail use:** As for Byram’s recommendation that the project contain a trail, the revised EA provides no response. (Possible trail uses are discussed and supported in the original Cutoff study.) The offsetting of the tracks on the right-of-way and the limited train schedule (mostly rush hours) suggest that a trail could be installed, perhaps restricted for use during hours of minimal or no train use.
## Owner & Address Report

### Byram Twp

**Within 50 Feet of Cutoff R.O.W.**

<table>
<thead>
<tr>
<th>BLOCK</th>
<th>LOT</th>
<th>Qualifier</th>
<th>CLA</th>
<th>Property Owner</th>
<th>Property Location</th>
<th>Add'l Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>285</td>
<td>2</td>
<td>2</td>
<td></td>
<td>ZELIZO, VICTOR &amp; VICKIE</td>
<td>63 WINDING WAY</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>63 WINDING WAY</td>
<td>ANDOVER, NJ</td>
<td>07821</td>
</tr>
<tr>
<td>285</td>
<td>3</td>
<td>2</td>
<td></td>
<td>FARRELL, EDWARD T</td>
<td>61 WINDING WAY</td>
<td>L4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>61 WINDING WAY</td>
<td>ANDOVER, NJ</td>
<td>07821</td>
</tr>
<tr>
<td>285</td>
<td>5</td>
<td>2</td>
<td></td>
<td>MCCURDY, RICHARD L &amp; CORBETT, P</td>
<td>59 WINDING WAY</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>AT 59 WINDY WAY</td>
<td>ANDOVER, NJ</td>
<td>07821</td>
</tr>
<tr>
<td>345</td>
<td>1</td>
<td>2</td>
<td></td>
<td>BONKER, RAYMOND C &amp; VIRGINIA G</td>
<td>230 LACKAWANNA DR</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>230 LACKAWANNA DR</td>
<td>ANDOVER, NJ</td>
<td>07821</td>
</tr>
<tr>
<td>345 1</td>
<td>Qfarm</td>
<td>3B</td>
<td></td>
<td>BONKER, RAYMOND C &amp; VIRGINIA G</td>
<td>LACKAWANNA DR</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>230 LACKAWANNA DR</td>
<td>ANDOVER, NJ</td>
<td>07821</td>
</tr>
<tr>
<td>BLOCK</td>
<td>LOT</td>
<td>QUALIFIER</td>
<td>CLA</td>
<td>PROPERTY OWNER</td>
<td>PROPERTY LOCATION</td>
<td>Add'l Lots</td>
</tr>
<tr>
<td>-------</td>
<td>-----</td>
<td>-----------</td>
<td>-----</td>
<td>-----------------------------------------------------</td>
<td>-----------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>262</td>
<td>691</td>
<td>2</td>
<td></td>
<td>KUIPERS, TODD &amp; MARTIN, JOSEPH P</td>
<td>1 OLD WOLF LAKE RD</td>
<td>07821</td>
</tr>
<tr>
<td>279</td>
<td>293</td>
<td>2</td>
<td></td>
<td>WAGNER, JOSEPH G &amp; LAUREL E</td>
<td>30 CRESCENT DR NO</td>
<td>07821</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td></td>
<td>L294</td>
</tr>
<tr>
<td>279</td>
<td>295</td>
<td>2</td>
<td></td>
<td>BURKE, JAMES A</td>
<td>32 CRESCENT DR NO</td>
<td>07840</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>174 SMITHSTOWN ROAD HACKETTSTOWN NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>279</td>
<td>296</td>
<td>2</td>
<td></td>
<td>WILLIAMSON, BRUCE D &amp; LAURA A</td>
<td>34 CRESCENT DR NO</td>
<td>07821</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>279</td>
<td>302</td>
<td>2</td>
<td></td>
<td>APGAR, JOHN P &amp; DONA M</td>
<td>38 CRESCENT DR NO</td>
<td>07821</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td></td>
<td>L 301, 303 &amp; 304</td>
</tr>
<tr>
<td>285</td>
<td>6</td>
<td>2</td>
<td></td>
<td>CUMMINGS, JEFFREY &amp; SUSAN</td>
<td>57 WINDING WAY</td>
<td>07860</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>285</td>
<td>21</td>
<td>2</td>
<td></td>
<td>MILLER, JOHN P &amp; DEBORAH</td>
<td>41 WINDING WAY</td>
<td>07821</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PO BOX 191, ANDOVER, NJ</td>
<td></td>
<td>L22</td>
</tr>
<tr>
<td>346</td>
<td>3</td>
<td>2</td>
<td></td>
<td>COPPOLELLA, ANTHONY K</td>
<td>231 LACKAWANNA DR</td>
<td>08721</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BLOCK</td>
<td>LOT</td>
<td>QUALIFIER</td>
<td>CLA</td>
<td>PROPERTY OWNER</td>
<td>PROPERTY LOCATION</td>
<td>Add'L Lots</td>
</tr>
<tr>
<td>--------</td>
<td>-----</td>
<td>-----------</td>
<td>-----</td>
<td>----------------------------------</td>
<td>-------------------</td>
<td>------------</td>
</tr>
<tr>
<td>365.01</td>
<td>22.02</td>
<td>2</td>
<td></td>
<td>COLLINSON, JESSE &amp; DONNA</td>
<td>79 BROOKWOOD RD</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>79 BROOKWOOD RD</td>
<td>STANHOPE, NJ</td>
<td>07874</td>
</tr>
<tr>
<td>365.06</td>
<td>12</td>
<td>2</td>
<td></td>
<td>KOWALSKI, DENNIS F &amp; SUSAN M</td>
<td>74 BROOKWOOD RD</td>
<td>L13</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>74 BROOKWOOD RD</td>
<td>STANHOPE, NJ</td>
<td>07874</td>
</tr>
<tr>
<td>BLOCK</td>
<td>LOT</td>
<td>QUALIFIER</td>
<td>CLA</td>
<td>PROPERTY OWNER</td>
<td>PROPERTY LOCATION</td>
<td>Add'l Lots</td>
</tr>
<tr>
<td>-------</td>
<td>-----</td>
<td>-----------</td>
<td>-----</td>
<td>----------------</td>
<td>-------------------</td>
<td>------------</td>
</tr>
<tr>
<td>256</td>
<td>581.03</td>
<td>2</td>
<td>FASANO, LAWRENCE H &amp; LORRAINE</td>
<td>242 LAKE DR</td>
<td>242 LAKE DR</td>
<td></td>
</tr>
<tr>
<td>279</td>
<td>291.01</td>
<td>2</td>
<td>KOESTER, DANIEL H</td>
<td>33 SHERWOOD FOREST DR</td>
<td>33 SHERWOOD FOREST DR</td>
<td>292-A, 293-A</td>
</tr>
<tr>
<td>279</td>
<td>294.01</td>
<td>2</td>
<td>LOUX, JOHN</td>
<td>27 SHERWOOD FOREST DR</td>
<td>37 SHERWOOD FOREST DR</td>
<td>L295-A</td>
</tr>
<tr>
<td>279</td>
<td>296.01</td>
<td>2</td>
<td>BUCHANAN, KAREN</td>
<td>39 SHERWOOD FOREST DR</td>
<td>39 SHERWOOD FOREST DR</td>
<td>L298</td>
</tr>
<tr>
<td>279</td>
<td>299</td>
<td>2</td>
<td>DUNN, EDWARD D</td>
<td>41 SHERWOOD FOREST DR</td>
<td>41 SHERWOOD FOREST DR</td>
<td></td>
</tr>
<tr>
<td>279</td>
<td>300</td>
<td>2</td>
<td>PIAZZA, DORIS T</td>
<td>36 CRESCENT DR NO</td>
<td>36 CRESCENT DR NO</td>
<td>L300-A</td>
</tr>
<tr>
<td>279</td>
<td>301.01</td>
<td>2</td>
<td>CAMPBELL, DONALD &amp; KAREN</td>
<td>45 SHERWOOD FOREST DR</td>
<td>45 SHERWOOD FOREST DR</td>
<td>L302A-303A</td>
</tr>
<tr>
<td>279</td>
<td>305</td>
<td>2</td>
<td>ZIARKO, KARL C &amp; FLASH, MARGARET</td>
<td>42 CRESCENT DR NO</td>
<td>42 CRESCENT DR NO</td>
<td></td>
</tr>
<tr>
<td>279</td>
<td>306</td>
<td>2</td>
<td>DANZ, BRIAN</td>
<td>44N CRESCENT DR</td>
<td>44 CRESCENT DR NO</td>
<td>L307, 308-A, 308</td>
</tr>
<tr>
<td>279</td>
<td>309</td>
<td>2</td>
<td>KLINCK, MATTHEW &amp; BARBARA</td>
<td>48 CRESCENT DR NO</td>
<td>48 CRESCENT DR NO</td>
<td>L310, 308-B</td>
</tr>
<tr>
<td>279</td>
<td>311</td>
<td>2</td>
<td>LEFURGE, SCOTT L &amp; ROSALIE L</td>
<td>50 CRESCENT DR NO</td>
<td>50 CRESCENT DR NO</td>
<td>L312</td>
</tr>
<tr>
<td>279</td>
<td>313</td>
<td>2</td>
<td>LYNCH, JOANNE</td>
<td>52 CRESCENT DR NO</td>
<td>52 CRESCENT DR NO</td>
<td>L314</td>
</tr>
<tr>
<td>283</td>
<td>263</td>
<td>2</td>
<td>DLUGOS, PETER &amp; AIMEE</td>
<td>58 WINDING WAY</td>
<td>58 WINDING WAY</td>
<td>L264</td>
</tr>
<tr>
<td>285</td>
<td>8</td>
<td>2</td>
<td>JOHNSON, MARY E</td>
<td>53 WINDING WAY</td>
<td>53 WINDING WAY</td>
<td>L9,10</td>
</tr>
<tr>
<td>285</td>
<td>11</td>
<td>2</td>
<td>COMELA, EVAN</td>
<td>51 WINDING WAY</td>
<td>51 WINDING WAY</td>
<td>L12</td>
</tr>
<tr>
<td>285</td>
<td>13</td>
<td>2</td>
<td>SHADE, JANICE EILEEN</td>
<td>49 WINDING WAY</td>
<td>49 WINDING WAY</td>
<td>L14</td>
</tr>
<tr>
<td>285</td>
<td>15</td>
<td>2</td>
<td>DESCARFINO, PHILIP &amp; BARBARA</td>
<td>47 WINDING WAY</td>
<td>47 WINDING WAY</td>
<td>L16</td>
</tr>
<tr>
<td>BLOCK</td>
<td>LOT</td>
<td>QUALIFIER</td>
<td>CLA</td>
<td>PROPERTY OWNER</td>
<td>PROPERTY LOCATION</td>
<td>Add'l Lots</td>
</tr>
<tr>
<td>-------</td>
<td>-----</td>
<td>-----------</td>
<td>-----</td>
<td>----------------</td>
<td>--------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>285</td>
<td>17</td>
<td>2</td>
<td></td>
<td>LEE, LORNA R &amp; MERWYN JR</td>
<td>45 WINDING WAY ANDOVER, NJ 07821</td>
<td>L18</td>
</tr>
<tr>
<td>285</td>
<td>19</td>
<td>2</td>
<td></td>
<td>MCCLUNG, MARK T &amp; BOBROV CAN, MOLLY</td>
<td>43 WINDING WAY ANDOVER, NJ 07821</td>
<td>20</td>
</tr>
<tr>
<td>285</td>
<td>23</td>
<td>2</td>
<td></td>
<td>NELSON, RANDY P &amp; MARIA L</td>
<td>39 WINDING WAY ANDOVER, NJ 07821</td>
<td>L23-A</td>
</tr>
<tr>
<td>285</td>
<td>24</td>
<td>2</td>
<td></td>
<td>AYTON, THOMAS R &amp; LINDA S</td>
<td>37 WINDING WAY ANDOVER, NJ 07821</td>
<td>L25-A</td>
</tr>
<tr>
<td>285</td>
<td>25</td>
<td>2</td>
<td></td>
<td>KIRCHNER, DAVID M &amp; MARIA L</td>
<td>35 WINDING WAY ANDOVER, NJ 07821</td>
<td>L26,27</td>
</tr>
<tr>
<td>285</td>
<td>29</td>
<td>2</td>
<td></td>
<td>SCHORLING, JOHN E &amp; DAWN E</td>
<td>31 WINDING WAY ANDOVER, NJ 07821</td>
<td>L30</td>
</tr>
<tr>
<td>285</td>
<td>31</td>
<td>2</td>
<td></td>
<td>GILE, GLENN &amp; DEBORAH</td>
<td>27 WINDING WAY ANDOVER, NJ 07821</td>
<td>L32-33</td>
</tr>
<tr>
<td>346</td>
<td>2.01</td>
<td>2</td>
<td></td>
<td>NOTARA, PAUL &amp; SALLY</td>
<td>233 LACKAWANNA DR STANHOPE, NJ 07874</td>
<td>L2-D</td>
</tr>
<tr>
<td>348</td>
<td>5</td>
<td>3A</td>
<td></td>
<td>ESPOSITO, LOUIS N JR &amp; KATHLEEN A</td>
<td>84 ROSEVILLE RD ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>348</td>
<td>5</td>
<td>3B</td>
<td></td>
<td>ESPOSITO, LOUIS N JR &amp; KATHLEEN A</td>
<td>84 ROSEVILLE RD ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>358</td>
<td>3</td>
<td>2</td>
<td></td>
<td>MEADE, STEVEN</td>
<td>3 ROSEVILLE RD ANDOVER, NJ 07821</td>
<td>93 ROSEVILLE RD</td>
</tr>
</tbody>
</table>
### Owner & Address Report

**Within 200 Feet of Cutoff R.O.W.**

<table>
<thead>
<tr>
<th>BLOCK</th>
<th>LOT</th>
<th>Qualifier</th>
<th>CLA</th>
<th>Property Owner</th>
<th>Property Location</th>
<th>Add'l Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>365.01</td>
<td>22.01</td>
<td>2</td>
<td>SINGH, GURMEET &amp; KAUR, PARMINDER</td>
<td>77 BROOKWOOD RD STANHOPE, NJ</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td>365.06</td>
<td>10</td>
<td>2</td>
<td>LUMANI, RUDZI</td>
<td>70 BROOKWOOD RD STANHOPE, NJ</td>
<td>07874</td>
<td>L11</td>
</tr>
<tr>
<td>BLOCK</td>
<td>LOT</td>
<td>QUALIFIER</td>
<td>CLA</td>
<td>PROPERTY OWNER</td>
<td>PROPERTY LOCATION</td>
<td>Add'L Lots</td>
</tr>
<tr>
<td>-------</td>
<td>-----</td>
<td>-----------</td>
<td>-----</td>
<td>----------------</td>
<td>-------------------</td>
<td>------------</td>
</tr>
<tr>
<td>279</td>
<td>286</td>
<td>2</td>
<td>2</td>
<td>TAPIRINA, INGRID</td>
<td>29 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>L287</td>
</tr>
<tr>
<td>279</td>
<td>288</td>
<td>2</td>
<td>2</td>
<td>STIGMAN, THOMAS F &amp; CATHERINE J</td>
<td>31 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>L289</td>
</tr>
<tr>
<td>281</td>
<td>438</td>
<td>2</td>
<td>2</td>
<td>GONZALEZ, XAVIER F</td>
<td>34 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>L439,442,437-A</td>
</tr>
<tr>
<td>281</td>
<td>444</td>
<td>2</td>
<td>2</td>
<td>WOOD, JEROME V &amp; GEORGIA A</td>
<td>24 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>L445-B,443</td>
</tr>
<tr>
<td>282</td>
<td>282</td>
<td>2</td>
<td>2</td>
<td>COSTELLO, JAMES C &amp; MICHELLE E</td>
<td>24 CRESCENT DR NO ANDOVER, NJ 07821</td>
<td>L283</td>
</tr>
<tr>
<td>282</td>
<td>385.01</td>
<td>2</td>
<td>2</td>
<td>CIARAFFO, ALEXANDER &amp; JOANIE L</td>
<td>25 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>L385.03</td>
</tr>
<tr>
<td>405</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>DOCKERY, FRANCIS P III ET AL</td>
<td>41 CRESCENT DR NO ANDOVER, NJ 07821</td>
<td>L2,23</td>
</tr>
<tr>
<td>405</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>MEYER, WILLIAM G &amp; MARYANN M</td>
<td>137 ROSEVILLE RD ANDOVER, NJ 07821</td>
<td>L4</td>
</tr>
<tr>
<td>405</td>
<td>5</td>
<td>2</td>
<td>2</td>
<td>WIDNER, CHARLES &amp; BROWN, BEVERLY</td>
<td>135 ROSEVILLE RD ANDOVER, NJ 07821</td>
<td>L6</td>
</tr>
<tr>
<td>405</td>
<td>7</td>
<td>2</td>
<td>2</td>
<td>DEPIERO, ROGER &amp; DEBRA</td>
<td>133 ROSEVILLE RD ANDOVER, NJ 07821</td>
<td>L8</td>
</tr>
<tr>
<td>405</td>
<td>9</td>
<td>2</td>
<td>2</td>
<td>DEBLOCK, RONALD &amp; NADINE</td>
<td>131 ROSEVILLE RD ANDOVER, NJ 07821</td>
<td>L10</td>
</tr>
<tr>
<td>405</td>
<td>11</td>
<td>2</td>
<td>2</td>
<td>AHMED, IOBA &amp; NASEEM</td>
<td>75 SLEEPY HOLLOW RD ANDOVER, NJ 07821</td>
<td>L12</td>
</tr>
<tr>
<td>405</td>
<td>13</td>
<td>2</td>
<td>2</td>
<td>SAWICKI, JOSEPH &amp; STELLA</td>
<td>2 CONRAD STRASSE ANDOVER, NJ 07821</td>
<td>L14</td>
</tr>
<tr>
<td>405</td>
<td>15</td>
<td>2</td>
<td>2</td>
<td>LUBA, LAWRENCE P &amp; KIMBERLY D</td>
<td>4 CONRAD STRASSE ANDOVER, NJ 07821</td>
<td>L16</td>
</tr>
<tr>
<td>405</td>
<td>17</td>
<td>2</td>
<td>2</td>
<td>RAFFERTY, RAYMOND F &amp; CARNES, JILL</td>
<td>6 CONRAD STRASSE ANDOVER, NJ 07821</td>
<td>L18</td>
</tr>
<tr>
<td>405</td>
<td>19</td>
<td>2</td>
<td>2</td>
<td>BALLANCE, JEFFERY &amp; GERALYN</td>
<td>8 CONRAD STRASSE ANDOVER, NJ 07821</td>
<td>L20</td>
</tr>
<tr>
<td>405</td>
<td>21</td>
<td>2</td>
<td>2</td>
<td>WALSH, BRIAN T &amp; MARYANN E</td>
<td>39 CRESCENT DR NO ANDOVER, NJ 07821</td>
<td>L22</td>
</tr>
<tr>
<td>BLOCK</td>
<td>LOT</td>
<td>QUALIFIER</td>
<td>CLA</td>
<td>PROPERTY OWNER</td>
<td>PROPERTY LOCATION</td>
<td>Add'l Lots</td>
</tr>
<tr>
<td>-------</td>
<td>-----</td>
<td>-----------</td>
<td>-----</td>
<td>----------------------------------</td>
<td>----------------------</td>
<td>------------</td>
</tr>
<tr>
<td>406</td>
<td>86</td>
<td></td>
<td>2</td>
<td>BRAY, WILLIAM JR &amp; ANGELA</td>
<td>76 SLEEPY HOLLOW RD</td>
<td>L87</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>76 SLEEPY HOLLOW RD ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>406</td>
<td>88</td>
<td></td>
<td>2</td>
<td>SMITH, JOHN M &amp; ROSEMARY</td>
<td>125 ROSEVILLE RD</td>
<td>L89</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>125 ROSEVILLE RD ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>406</td>
<td>109</td>
<td></td>
<td>2</td>
<td>CASSO, ANNE MARIE</td>
<td>74 SLEEPY HOLLOW RD</td>
<td>L110</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>74 SLEEPY HOLLOW RD ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
</tbody>
</table>
## Owner & Address Report

**BYRAM TWP**

**Within 500 Feet of Cutoff R.O.W.**

<table>
<thead>
<tr>
<th>BLOCK</th>
<th>LOT</th>
<th>Qualifier</th>
<th>CLA</th>
<th>Property Owner</th>
<th>Property Location</th>
<th>Add'l Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>256</td>
<td>2</td>
<td>2</td>
<td></td>
<td>METZLER, ROBERT &amp; EVELYN</td>
<td>210 LAKE DR</td>
<td>07874</td>
</tr>
<tr>
<td>256</td>
<td>3</td>
<td>2</td>
<td></td>
<td>LONGO, ROSALIE</td>
<td>212 LAKE DR</td>
<td>07874</td>
</tr>
<tr>
<td>256</td>
<td>4</td>
<td>2</td>
<td></td>
<td>EBELING, ROBERT JOSEPH &amp; SUANN</td>
<td>214 LAKE DR</td>
<td>07874</td>
</tr>
<tr>
<td>256</td>
<td>5</td>
<td>2</td>
<td></td>
<td>BERGAMO, PATRICK &amp; DIANE E</td>
<td>1 LUBBERS TR</td>
<td>07874</td>
</tr>
<tr>
<td>256</td>
<td>568</td>
<td>2</td>
<td></td>
<td>SHERBA, GEORGE M JR</td>
<td>218 LAKE DR</td>
<td>07874</td>
</tr>
<tr>
<td>256</td>
<td>570</td>
<td>2</td>
<td></td>
<td>PEIRSON, LUISE</td>
<td>222 LAKE DR</td>
<td>07874</td>
</tr>
<tr>
<td>256</td>
<td>577</td>
<td>2</td>
<td></td>
<td>MAIZAVY, A TOUFIE &amp; ELAINE I</td>
<td>234 LAKE DR</td>
<td>07874</td>
</tr>
<tr>
<td>256</td>
<td>578</td>
<td>2</td>
<td></td>
<td>JOHNSON, KATHLEEN</td>
<td>238 LAKE DR</td>
<td>07874</td>
</tr>
<tr>
<td>256</td>
<td>581.02</td>
<td>2</td>
<td></td>
<td>TURNER, PHILIP &amp; FIDALGO, CRISTINA</td>
<td>240 LAKE DR</td>
<td>07874</td>
</tr>
</tbody>
</table>

**07/25/08 Page 1**
<table>
<thead>
<tr>
<th>BLOCK</th>
<th>LOT</th>
<th>QUALIFIER</th>
<th>CLA</th>
<th>PROPERTY OWNER</th>
<th>PROPERTY LOCATION</th>
<th>Add'l Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>263</td>
<td>696</td>
<td>2</td>
<td></td>
<td>CHARLES, JOHN W 223 LACKAWANNA DR STANHOPE, NJ 07874</td>
<td>223 LACKAWANNA DR</td>
<td>L697</td>
</tr>
<tr>
<td>279</td>
<td>315</td>
<td>2</td>
<td></td>
<td>BANK OF NEW YORK TST 101 BARCLAY ST NEW YORK, NY 10286</td>
<td>44 CRESCENT DR SO</td>
<td>L316</td>
</tr>
<tr>
<td>279</td>
<td>317</td>
<td>2</td>
<td></td>
<td>KLINE, JOSEPH T &amp; NAPIER, JESSICA 42 CRESCENT DR SO ANDOVER, NJ 07821</td>
<td>42 CRESCENT DR SO</td>
<td>L318</td>
</tr>
<tr>
<td>279</td>
<td>319</td>
<td>2</td>
<td></td>
<td>MCGREEVY, PAUL V &amp; LINDSAY, SUSAN M 38 CRESCENT DR SO ANDOVER, NJ 07821</td>
<td>38 CRESCENT DR SO</td>
<td>L320-A</td>
</tr>
<tr>
<td>279</td>
<td>377</td>
<td>2</td>
<td></td>
<td>BALLARD, JULIE 55 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>55 SHERWOOD FOREST DR</td>
<td>L378</td>
</tr>
<tr>
<td>279</td>
<td>379</td>
<td>2</td>
<td></td>
<td>GAUL, JAMES H &amp; LISA 53 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>53 SHERWOOD FOREST DR</td>
<td>L380</td>
</tr>
<tr>
<td>279</td>
<td>381</td>
<td>2</td>
<td></td>
<td>CAVALLO, MICHAEL T &amp; CARYN 51 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>51 SHERWOOD FOREST DR</td>
<td>L382-383</td>
</tr>
<tr>
<td>281</td>
<td>423</td>
<td>2</td>
<td></td>
<td>BONGIORNO, JAMES &amp; SMERIGLIO, AUDRA 52 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>52 SHERWOOD FOREST DR</td>
<td>L424</td>
</tr>
<tr>
<td>281</td>
<td>425</td>
<td>2</td>
<td></td>
<td>CANTRELL, JOHN 50 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>50 SHERWOOD FOREST DR</td>
<td>L426-427</td>
</tr>
<tr>
<td>281</td>
<td>428</td>
<td>2</td>
<td></td>
<td>MONTUORO, JAMES 46 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>46 SHERWOOD FOREST DR</td>
<td>L429-430,484-486</td>
</tr>
<tr>
<td>281</td>
<td>431</td>
<td>2</td>
<td></td>
<td>LEONHARDT, CHRISTINE M 38 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>38 SHERWOOD FOREST DR</td>
<td>L432 THRU 433</td>
</tr>
<tr>
<td>281</td>
<td>434.01</td>
<td>2</td>
<td></td>
<td>NOONAN, LEONARD &amp; DONNA 36 SHERWOOD FOREST DR ANDOVER, NJ 07821</td>
<td>36 SHERWOOD FOREST DR</td>
<td>L435,436,480-A,437-B</td>
</tr>
<tr>
<td>281</td>
<td>475</td>
<td>2</td>
<td></td>
<td>FREEMAN, DON C 19 THE ROTUNDA ANDOVER, NJ 07821</td>
<td>19 THE ROTUNDA</td>
<td>L476</td>
</tr>
<tr>
<td>281</td>
<td>482</td>
<td>2</td>
<td></td>
<td>WOŹNIAK, EDWARD J &amp; SANDRA 21 THE ROTUNDA ANDOVER, NJ 07821</td>
<td>21 THE ROTUNDA</td>
<td>L483</td>
</tr>
<tr>
<td>281</td>
<td>487</td>
<td>2</td>
<td></td>
<td>TESDECO, ALAN L 25 THE ROTUNDA ANDOVER, NJ 07821</td>
<td>25 THE ROTUNDA</td>
<td>L488</td>
</tr>
<tr>
<td>283</td>
<td>214.01</td>
<td>2</td>
<td></td>
<td>FELSEN, STEVEN &amp; SUSAN 52 WINDING WAY ANDOVER, NJ 07821</td>
<td>52 WINDING WAY</td>
<td>L 214-B, 214-CB</td>
</tr>
<tr>
<td>283</td>
<td>214.04</td>
<td>2</td>
<td></td>
<td>MOSLEY, GEORGE &amp; ADRIENNE 163 DEER RUN ANDOVER, NJ 07821</td>
<td>30 DEER RUN</td>
<td>L214-CC</td>
</tr>
<tr>
<td>BLOCK</td>
<td>LOT</td>
<td>QUALIFIER</td>
<td>CLA</td>
<td>PROPERTY OWNER</td>
<td>PROPERTY LOCATION</td>
<td>Add'L Lots</td>
</tr>
<tr>
<td>-------</td>
<td>-----</td>
<td>-----------</td>
<td>-----</td>
<td>----------------</td>
<td>-------------------</td>
<td>------------</td>
</tr>
<tr>
<td>283</td>
<td>256</td>
<td>2</td>
<td>2</td>
<td>KLOSE, JAMES &amp; KARA S</td>
<td>21 CRESCENT DR NO</td>
<td>L257-A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>283</td>
<td>260</td>
<td>2</td>
<td>2</td>
<td>VALERIO, PAUL &amp; TONI</td>
<td>54 WINDING WAY</td>
<td>L259 257.B</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>283</td>
<td>261</td>
<td>2</td>
<td>2</td>
<td>ORGREN, ALEX CARL &amp; SALLY RAE</td>
<td>56 WINDING WAY</td>
<td>L262</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>284</td>
<td>171</td>
<td>2</td>
<td>2</td>
<td>SLABINSKI, GERTRUDE T</td>
<td>40 WINDING WAY</td>
<td>L171-A,171,171-BB</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>284</td>
<td>172</td>
<td>2</td>
<td>2</td>
<td>KINTZEL, HAROLD J &amp; LINDA I</td>
<td>16 HARBOR VIEW RD</td>
<td>L174</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>284</td>
<td>173</td>
<td>2</td>
<td>2</td>
<td>GRAUER, DANIEL J &amp; LISA A</td>
<td>14 HARBOR VIEW DR</td>
<td>L174</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>284</td>
<td>211</td>
<td>2</td>
<td>2</td>
<td>VALENTINE, ARTHUR J &amp; ERIN P</td>
<td>27 DEER RUN</td>
<td>L212</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>284</td>
<td>213.01</td>
<td>2</td>
<td>2</td>
<td>REARDON, PATRICK J &amp; CYNTHIA L</td>
<td>29 DEER RUN</td>
<td>L213-BB</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>284</td>
<td>213.02</td>
<td>2</td>
<td>2</td>
<td>MENTA, GUY &amp; SUZANNE</td>
<td>46 WINDING WAY</td>
<td>L213-C</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>284</td>
<td>213.04</td>
<td>2</td>
<td>2</td>
<td>AYRES, STUART A &amp; PHILLIS A</td>
<td>44 WINDING WAY</td>
<td>L213-E</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>FOREST LKS</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>286</td>
<td>109</td>
<td>2</td>
<td>2</td>
<td>FETT, RALPH &amp; DONNA</td>
<td>30 HEMLOCK RD</td>
<td>L110</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>286</td>
<td>163</td>
<td>2</td>
<td>2</td>
<td>MASTERS, LAURA L</td>
<td>10 HARBOR VIEW DR</td>
<td>L165</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>286</td>
<td>164</td>
<td>2</td>
<td>2</td>
<td>MENDEL, ALAN P &amp; MAUREEN A</td>
<td>15 HARBOR VIEW DR</td>
<td>L165</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>286</td>
<td>167</td>
<td>2</td>
<td>2</td>
<td>SCATURO, MATTHEW G &amp; CORRINA L</td>
<td>36 WINDING WAY</td>
<td>L170</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>286</td>
<td>168</td>
<td>2</td>
<td>2</td>
<td>RICHARDSON, JILL A</td>
<td>34 WINDING WAY</td>
<td>L172-A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>286</td>
<td>169</td>
<td>2</td>
<td>2</td>
<td>LALLY, DOUGLAS</td>
<td>32 WINDING WAY</td>
<td>L172-A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>286</td>
<td>171</td>
<td>2</td>
<td>2</td>
<td>JABITA, ROSALIE</td>
<td>30 WINDING WAY</td>
<td>L172-A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ANDOVER, NJ</td>
<td>07821</td>
<td></td>
</tr>
<tr>
<td>BLOCK</td>
<td>LOT</td>
<td>QUALIFIER</td>
<td>CLA</td>
<td>PROPERTY OWNER</td>
<td>PROPERTY LOCATION</td>
<td>Add'l Lots</td>
</tr>
<tr>
<td>-------</td>
<td>------</td>
<td>-----------</td>
<td>-----</td>
<td>--------------------------------------</td>
<td>-------------------</td>
<td>------------</td>
</tr>
<tr>
<td>286</td>
<td>172.02</td>
<td>2</td>
<td></td>
<td>VANDENBERGH, ERIC J</td>
<td>24 WINDING WAY</td>
<td>L173,174</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>24 WINDING WAY</td>
<td>ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>287</td>
<td>108</td>
<td>2</td>
<td></td>
<td>HIPPE, GREGG A &amp; PURURA, R</td>
<td>27 HEMLOCK RD</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>27 HEMLOCK RD</td>
<td>ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>346</td>
<td>2.02</td>
<td>2</td>
<td></td>
<td>SNIFFEN, THOMAS &amp; DONNA</td>
<td>235 LACKAWANNA DR</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>235 LACKAWANNA DR</td>
<td>ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>348</td>
<td>4</td>
<td>3A</td>
<td></td>
<td>ESPOSITO, LOUIS N &amp; DOLORES K</td>
<td>1 AMITY RD</td>
<td>L4-A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1 AMITY RD</td>
<td>ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>348</td>
<td>4</td>
<td>3B</td>
<td></td>
<td>ESPOSITO, LOUIS N &amp; DOLORES K</td>
<td>AMITY RD</td>
<td>L4-A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1 AMITY RD</td>
<td>ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>351</td>
<td>5.01</td>
<td>2</td>
<td></td>
<td>PALMIERI, GERALD &amp; SERAFINA</td>
<td>96 ROSEVILLE RD</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>96 ROSEVILLE RD</td>
<td>ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>351</td>
<td>6</td>
<td>3A</td>
<td></td>
<td>TESTA, ROBBIE N</td>
<td>90 ROSEVILLE RD</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>90 ROSEVILLE RD</td>
<td>ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>351</td>
<td>6</td>
<td>GFARM 3B</td>
<td></td>
<td>TESTA, ROBBIE N</td>
<td>90 ROSEVILLE RD</td>
<td>L5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>90 ROSEVILLE RD</td>
<td>ANDOVER, NJ 07821</td>
<td></td>
</tr>
<tr>
<td>357</td>
<td>3</td>
<td>2</td>
<td></td>
<td>EGGLESTON, BRIAN E &amp; PATRICIA M</td>
<td>11 NAIL RD</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16A SCHAAF RD</td>
<td>BLOOMSBURY, NJ 08804</td>
<td></td>
</tr>
<tr>
<td>357</td>
<td>4</td>
<td>2</td>
<td></td>
<td>ERNST, WILLIAM &amp; ET AL</td>
<td>9 NAIL RD</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>66 GLÉN OAKS DRIVE</td>
<td>RYE, NY 10580</td>
<td></td>
</tr>
<tr>
<td>BLOCK</td>
<td>LOT</td>
<td>QUALIFIER</td>
<td>CLA</td>
<td>PROPERTY OWNER</td>
<td>PROPERTY LOCATION</td>
<td>Add'l Lots</td>
</tr>
<tr>
<td>-------</td>
<td>-----</td>
<td>-----------</td>
<td>-----</td>
<td>----------------</td>
<td>-------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>365.01</td>
<td>18</td>
<td>2</td>
<td>MATTEUCCI, JOHN E &amp; ROE</td>
<td>67 BROOKWOOD RD</td>
<td>23451</td>
<td></td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>2</td>
<td>PARMIGIANO, GLORIA J</td>
<td>69 BROOKWOOD RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>2</td>
<td>GRIFF, STANLEY P &amp; DONNA</td>
<td>71 BROOKWOOD RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td></td>
<td>21</td>
<td>2</td>
<td>THOMSON, JEFFREY &amp; HARRIET</td>
<td>73 BROOKWOOD RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td></td>
<td>22</td>
<td>2</td>
<td>SHAH, JITENDRA K &amp; NAYANA J</td>
<td>75 BROOKWOOD RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>2</td>
<td>BERLINER, JAIME &amp; KENT, JOHN</td>
<td>7 ROSS RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>2</td>
<td>PARRISH, MARK R &amp; MARILYN M</td>
<td>5 ROSS RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>2</td>
<td>ALLES, CHARLES P &amp; JAYNE I</td>
<td>3 ROSS RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>2</td>
<td>SCHNEIDER, JOSEPH &amp; MARY</td>
<td>64 BROOKWOOD RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>2</td>
<td>FEHN, FRANK &amp; PATRICIA</td>
<td>66 BROOKWOOD RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>2</td>
<td>GORDON, DERRICK &amp; THELMA</td>
<td>68 BROOKWOOD RD</td>
<td>07874</td>
<td></td>
</tr>
<tr>
<td>365.07</td>
<td>6</td>
<td>2</td>
<td>NATIELLO, PAUL &amp; LINDA J</td>
<td>4 ROSS RD</td>
<td>07874</td>
<td></td>
</tr>
</tbody>
</table>
I wanted to comment on the proposed passenger rail line that will tentatively run between Scranton and Hoboken. I believe it is a great idea. I would use it, I would support this project in any way I can, and I would be willing to help you make this line a reality in any way I could. If there is a way to keep me informed of the progress of this project, please do so.

Thank You,
Mitch Sullivan
5 Acorn Court
Florence, NJ 08518
MitchSullivan@comcast.net
sullivm@amtrak.com
TO THE SPONSORS AND PROMOTERS OF THE NEW JERSEY-PENNSYLVANIA RAIL SYSTEM RENEWAL::

As a former Monroe County, PA County Commissioner for 16 years and former Chairman of the PA multi-county Railroad Task Force (we beat ConRail in the Three-R Court in Washington, D.C.) from obliterating the tracks through our side of the Delaware River to Scranton,) I add my support for restoration of this transportation mode.

From the 1900’s forward, studies have proven that rail transport is the least costly means of mass movement of goods and people. Our studies disclosed that passenger service alone would make the system cost prohibitive. As it happened at that time in the early 1980’s in our affected counties, we had operating industries that wanted to continue their use of this rail line. This included Tobyhanna Army Depot, which facility depends upon all modes of transportation and specifically moreso during this era of high security and transport alternatives in the event of nationwide mobilization. The Depot was cognizant of that fact in the 1980’s so would be moreso today.

The Railroad Task Force members met with the Delaware & Hudson President at Albany and found favorable reception with the concept of the NJ/PA proposal for linkage with D&H for rail freight. A rail passenger tourist package between New York City and Canada was on the table for our consideration. Piggybacking for trucks was an essential of our planned program. There was also potential contract with lines to the midwest. Important papers and minutes of Monroe County Task Force should be on file at the Monroe County Commissioners Office in Stroudsburg. Rail freight that may not have been sought in the 1980’s would very likely be valued at the present and in the future.

When this program is fully explored to sign up every potential rail freight user: factory, industry, warehouse, distributor of goods - and this is an energetic, comprehensive search in itself- your organization may be very encouraged to move ahead and the respective States and Federal fund investments would be more quickly made available. By adding monetary-credit to the line for lessening the present and continually increasing freight load on the Interstates and State two-lane roads, the general public also will become more more vocal in pressing all decision-makers to make public reality out of a very good public plan.

In all the years that our effort for this purpose was ongoing, we received excellent cooperation from New Jersey executives at Port Morris and all associated parts of the rail line. In any overview, now or in the future, the restoration and use of the old Delaware-Lackawanna for rail and passenger service will prove itself worthy and more worthy with each passing year.

Sincerely and with Best Wishes to All,
July 19, 2008
Nancy Michael Shuikaitis
I support this project. I would only ask that sensitive habitat/species be respected as you go forward.

Martha Carbone
Shawnee On Delaware, PA
July 29, 2008

Vincent Truncellito, Manager, Project Development
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2245

Dear Mr. Truncellito:

I have reviewed the Environmental Assessment dated June 2008 and have the following comments.

1. In Appendix O showing the parking plan for the Blairstown Station, depicts the former freight station building incorrectly. It is located further away from the railroad right of way. Attached is a copy of the Blairstown Station plan and a copy of an aerial photograph from 2002 showing clearly the location of the freight station building.

2. It should be noted that the bridge improvements and road realignment for CR 521 in Blairstown Township are now complete.

Thank you for the opportunity to comment.

Sincerely Yours,

David K. Dech
Planning Director

njd

cc: Warren County Board of Chosen Freeholders
    Warren County Planning Board

q: users\money\dietz\dkd 08-34.doc
July 29, 2008

Richard R. Sarles, Executive Director
New Jersey Transit
One Penn Plaza East
Newark, New Jersey 07105-2246

Re: Environmental Assessment for Lackawanna Cutoff

Dear Mr. Sarles:

In accordance with published notice, the New Jersey Sierra Club would like to submit the following comments regarding the Environmental Assessment (EA) for the Lackawanna Cutoff. We believe that the EA is so inadequate as to be insulting, and we are requesting a full Environmental Impact Statement (EIS) on this project. Given the significant environmental impacts that will result from this project and the completely unacceptable EA, a full EIS is warranted.

Holes in the Environmental Assessment

54A The current EA fails to look at impacts to land use and secondary growth from the rail line, claiming that there will be no land use impacts because the line meets local zoning. In fact, New Jersey Transit’s own statement on the reason for the rail line includes promoting development and serving a future population brought in by projected growth in the rail corridor. With New Jersey Department of Transportation (DOT) encouraging development at rail stops through “transit villages,” there will clearly be land use impacts that result from this project.

54B The EA also fails to look at impacts to wetlands and endangered species habitat. There are significant wetlands along and in the rail line itself, including many vernal ponds. The proposed train station for Byram is not only in the Highlands Preservation Area, it is also between two Category 1 streams, meaning there will be significant impact to both wetlands and endangered species habitat. Virtually the entire rail corridor is in Landscape 4, 5, and 6 with significant sitings for federally-protected bog turtle, red shouldered hawk, barred owl, and a range of other species.

54C The EA does not mention impacts on air quality from diesel locomotives, people driving to park-and-rides, or from secondary development.

Impact on Public Policy

54D This project will not enhance mass transit. Instead we believe that its real intention is to promote sprawl and overdevelopment in environmentally sensitive and rural areas. The numerous stops
that would be proposed throughout the Highlands and Skylands Region of New Jersey are there to promote development around the train line, not to promote transit. The proposed developments along the transit line and at train stops will be dominated by the use of automobiles not rail. Studies across the country have shown that more than 90% of the people working or living in new transit-based developments will use automobiles, which would add more traffic along already congested highways and secondary roads. To spend this amount of money on a railroad that will undermine good transit and land use planning makes no sense.

The proposed Lackawanna Cut-off Project would create a 133-mile-long commuter rail connection between Scranton, Pennsylvania and Hoboken, New Jersey in anticipation of 40 eastbound daily commuters boarding at Scranton, Pennsylvania by 2030. By New Jersey Transit’s own assessment, this will be less than 1% of commuters, which will have no ameliorating effect on traffic in the region. The proposed expenditure of more than a half billion dollars in project funds that will be subject to inflation, cost escalation and the anticipated valuation of future dollars in order to encourage 40 daily riders from Scranton, Pennsylvania by 2030 is a cavalier expenditure of vital transportation funding, especially at a time when the state of New Jersey is in a fiscal crisis.

Furthermore, New Jersey Transit’s Draft Environmental Assessment anticipates a one-way travel time of three hours and twenty minutes between Scranton, Pennsylvania and Hoboken, New Jersey. With transfer times, the one-way trip from Scranton, Pennsylvania to downtown New York, New York would exceed three and one-half hours. New Jersey Transit estimates that the vast number of eastbound commuters would be routing to Hoboken, New Jersey or New York. From a conceptual standpoint, the establishment of a 133-mile-long commuter rail line that is predicated on the creation of a commute that exceeds seven hours daily strains the limits of good public transit policy and presents significant practical considerations.

**Practicality and Limited Potential for Transit Growth**

Notably, the proposed Lackawanna Cut-off Project would place commuters originating in Scranton, Pennsylvania in a position of deciding whether to take a one-way train commute that would take three and one-half hours, or an express bus commute that takes two and one-half hours. Accordingly, there is a serious need to consider whether commuters will be willing to give up the usage of express buses and spend an additional ten hours in commutation status each week.

Furthermore, although the route formerly provided access to long-distance rail service to Buffalo, New York and Chicago, Illinois, the creation of an eighty-eight-mile-long extension of commuter service from Port Morris, New Jersey to Scranton, Pennsylvania would present a limited potential for future transit growth, because of intensive existing commuter rail service on the connecting NJT Morris & Essex Line and Montclair-Boonton Line. As an example, Summit Station on the Morris & Essex Line currently has almost 200 commuter trains running through each weekday. In addition, despite the intensive existing commuter schedule, the service
extension to Scranton, Pennsylvania would recreate a freight connection between the Rahway Valley Railway, scheduled for reconstruction of a freight connection to Summit, New Jersey, and the Delaware & Hudson freight line at Scranton, Pennsylvania and the Canadian Pacific mainline at Binghamton, New York. The combination of expanded commuter rail service and the creation of through-freight service on already crowded commuter lines would invite delays and potential disruption of service on the Midtown Direct. Overall, the existing intensive commuter rail schedule would tend to limit the potential for expansion of either commuter or freight services.

Problems in Methodology

The EA for the Lackawanna Cutoff project creates issues in the application of urban mass transit methodologies to areas of rural growth. In this regard, the EA anticipates the same population growth trends and household growth trends, whether or not the Lackawanna Cutoff is constructed. Although urban mass transit projects may encounter a limited potential for the growth of population and motor vehicle trips, transportation projects in rural areas tend to be accompanied by a corresponding surge in residential and business development.

The EA does not make a comparative projection of anticipated increases in population, households and motor vehicle trips if the Lackawanna Cutoff is constructed versus if the Lackawanna Cutoff is not constructed. An EA could not for example, presume that all members of newly constructed homes would commute by rail, even if one household member decided that spending seven hours a day on the train was worthwhile. Furthermore, additional motor vehicle traffic would tend to be created by individuals who would briefly endure a three-and-one-half-hour, one-way commute in order to avail themselves of lower habitation costs in Pennsylvania until they could transfer to employment with a more convenient commute.

In addition, there is every indication that a commuter rail link would promote more development in the Pocono Mountains. The development will lead to more secondary impacts such as traffic associated with more people living in the region, construction, delivery and service vehicles, etc. However, even the limited traffic assessment in the indicates that the Delaware River Joint Toll Bridge Commission’s 2006 report on the Northerly Crossings Corridor Congestion Mitigation Study concluded that typical summer day Interstate 80 Delaware Bridge crossings would rise from 62,000 to over 100,000 by 2030. The Lackawanna Cutoff would not mitigate this level of growth. Significantly, the Northerly Crossings Corridor Congestion Mitigation Study also concluded that: “Based on the traffic capacity analyses, I-80 eastbound and westbound will continue to operate in excess of capacity after implementation of the Lackawanna Cut-Off.” Accordingly, instead of pursuing a commuter rail project through rural areas that would tend to exacerbate local traffic growth, there appears to be a more immediate need to address adequacy of infrastructure on Interstate 80 and the need to address traffic issues at point of origin.

Conclusion

We believe that the Environmental Assessment is flawed and technically incomplete. It does not look at the relationship between this project and the Highlands Protection Act. We believe it is
inconsistent with New Jersey State Plan especially the Highlands Special Resource Area Designation, as well as the secondary and cumulative impacts from this project. This project will promote development and growth in the Delaware Basin, which has had three major floods in the last two years. The secondary impacts from this project will mean more impervious cover and more flooding. This project will also push the NY Metropolitan Area further out to the Scranton area and those impacts to our region will be significant.

This project will not reduce car traffic on Rt.80. It will instead encourage more traffic because of the development and the need by companies to service the expanding populations in Sussex County and the Poconos. Every car that is replaced by someone taking the train will be replaced by at least two cars from all the new development. We believe that New Jersey Transit’s time and money should not be subsidizing sprawl in the Poconos. There are much better places for our money and resources to be spent such as the West Shore or Northern Branch projects in Bergen County, reopening the West Trenton line to Somerville, expanding the River line into Gloucester County, the Union County light rail line, and many others.

When the line was purchased by New Jersey DOT, it was for freight rail, rather than passenger service, due to the fact that lack of ridership and the long commute made passenger service impractical on this line. The Sierra Club believes that if this line is to be reactivated, it should be used for freight, which would get trucks, a major source of pollution and traffic, off the road.

Sincerely,

Jeff Tittel, Director
New Jersey Sierra Club
July 30, 2008

Vincent Truncellito
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2245

Dear Mr. Truncellito,

Thank you for this opportunity to comment on the Environmental Assessment for the proposed Lackawanna Cut-Off Rail Service Restoration Project. Tri-State Transportation Campaign has been closely following the project since the initial proposal, and remains concerned with the level of analysis and preparation. Given these concerns, we strongly believe that NJ Transit proceed with a full Environmental Impact Statement before proceeding further. Below please find an enumeration of Tri-State’s concerns:

1. **Project lacks demonstrable purpose and need**
   After reviewing the Environmental Assessment (EA), it is difficult to identify a defensible need for the Lackawanna Cut-Off project (the project). Projected ridership for the line is questionably low, especially for the portion in New Jersey and the Minimal Operable Segment (MOS), and a lack of specificity in the EA fails to demonstrate the project will fulfill its stated purpose and need.

   While congestion mitigation on Route 80 is not directly listed as a primary purpose for the project, it is referenced throughout the document yet never analyzed. Section 1.3.4 states that the only alternative to reduce peak traffic on Rt 80 is roadway expansion; however, NJ Transit (NJT) did not conduct a traffic analysis of Rt 80 or cite how many cars will be diverted from the roadway. Furthermore, according to recent media coverage, NJT has already stated that this line will not carry freight\(^1\), despite the acknowledgement in Section 1.3.5 of truck traffic tripling in the corridor over the next 15 years. One way to battle the rising tide of truck traffic and in turn reduce overall congestion is to increase rail freight. Unlike passenger freight, reactivating freight rail lines has a negligible impact on development in the rail corridor and will remove thousands of trucks from our highways.

   The traffic analysis presented in the EA does not include major corridor highways, only examining the streets in the immediate vicinity of the station. Moreover, under the 2030 build scenario, mitigated conditions still show level of service (LOS) failures surrounding several stations\(^2\):

   - Tobyhanna station shows 12 road segments at level F, three at level E, and four at level D;

---

\(^1\) *NJ Transit: Lackawanna Cutoff rail line won't carry freight.* Jim Lockwood. The Star-Ledger. Wednesday June 18, 2008

\(^2\) *The Lackawanna Cut-Off Passenger Rail Service Restoration Project Environmental Assessment,* Tables 3.7-1 through 3.7-26.
- Analomink will have one am and two pm peak roadways at LOS F;
- East Stroudsburg has one D and one F in the am peak, which jumps to six F, two E and two D in the pm peak;
- Delaware Water Gap shows one pm peak segment and one am peak segment failing, even with mitigation. There are also three segments at level D;
- Andover station shows one failure and one level D service in the am peak, and the two failures in the pm peak.

At no point in its considerable length, does the EA quantitatively demonstrate the project’s efficacy. Due to the emphasis given to traffic reduction on Rt 80, the lack of analysis is disquieting. In terms of car-reduction in the corridor, the closest estimates are in the parking analysis, which anticipates 953 vehicles will be parking at stations along the corridor by 2030 – of those, only 93 will park at stations in New Jersey.

Section 1.3.2 states the need for improved accessibility to New York and New Jersey work destinations, yet section 1.7.3 fails to support this notion, where it states that service to Manhattan is “provided by frequent bus service.”

Finally, final service as it relates to "recreational activities" in the Monroe County, PA region, the facilitation of which is listed as a primary purpose of the project, is left unstated. There is no mention of weekend service when demand for recreational activities is greatest, except to state that the MOS will not include service on the weekends.

The points above bring to light NJT’s dearth of meaningful analysis, and inability to properly substantiate this project. If this project were indeed worth the taxpayers' $551 million, one would expect that NJT would have calculated the reduction in cars along major highways in the corridor and anticipated weekend service. This lack of analysis casts doubt on the project’s claims to reduce congestion and achieve the needs set out in the EA. Further study and documentation is required before an informed decision can be made by NJ Transit and the states of NJ and PA as to the true value of the project.

2. The Minimal Operable Segment does not advance project purpose and need or provide value for its cost

The MOS segment, the only portion of the project with current funding, completes the rail line only to the Andover station, a 7.3 mile section. The choice to proceed with this segment alone is irrational in terms of the stated purpose and needs for the project as a whole and in terms of ridership and potential for adverse secondary impacts. Nowhere in the EA does the agency describe the process used to determine the value of proceeding with the MOS. The only metric used in the determination appears to be funding availability and a vague policy directive to complete rail projects in a piecemeal fashion as funding is available.

The MOS to Andover will serve an estimated 160 passengers daily upon opening in 2012.\(^3\) In no scenario does this ridership justify the projected $36.6 million cost. Since

\(^3\) Id. at p.38.
the non-MOS portion of the project currently has “no projected schedule and no capital and operating funding identified,” it is a very real possibility that the MOS will be only section built indefinitely. As outlined in the EA, PennDOT and NJDOT will talk about funding full reactivation after implementation of the MOS portion of the build alternative. This timeline is counter-intuitive given that construction of the Andover station does not fulfill the stated purpose and need, and its location is the most environmentally sensitive (with 4.1 acres of the project's 6.4 acres of impacted wetlands).

Common sense dictates that $36.6 million can be better spent. NJ Transit needs to better define the selection of the MOS and either justify the choice of Andover station or redefine the selection.

3. Reinstatement of this service will promote sprawl development

The project’s right-of-way runs through small towns in sparsely populated areas known for their natural beauty, like the Pocono Mountains, the Delaware Water Gap, and the New Jersey Highlands. By constructing several new stations and bringing service to stations long abandoned, the Lackawanna Cut-Off would create a transit route for NYC-area bound commuters from rural Morris, Sussex, and Warren Counties. While the project is not projected to draw large numbers of current residents, the new capacity will encourage more people to migrate to some of the state's largest and most environmentally sensitive undeveloped tracts.

The EA boldly states that “Ridership projections for proposed rail service are not sufficiently high to suggest impacts on land use and zoning,” and then to absolve NJT from responsibility by stating local and regional bodies ultimately control land use. The document does not take into account development pressures in the area, which were voiced in the concerns of many local residents in the comments portion of the document. Building a commuter-oriented rail line through the region will greatly increase these pressures.

Development around the proposed Andover site could have major impacts on the Highlands Preservation Area adjacent to the Borough, injecting sprawl into one of the most beautifully rural parts of the New Jersey Highlands. The location of the Andover station – the section most likely to be built as the MOS – cannot allow transit-oriented development, and therefore discourages the cluster-style development promulgated in the recent Highlands Regional Master Plan, and incentivizes sprawling, low-density development.

While current zoning in the corridor may provide a useful baseline to determine potential development caused by the project, zoning is not static. When development pressures increase, as will likely occur with increased transit accessibility, pressure to change zoning designations and boundaries increases and can occur. The project should receive a full analysis of its impacts on regional development patterns.

---

4 Id. at p.28
5 Id. at p.163.
4. Development patterns and construction will result in the environmental degradation of the area’s watershed
The EA did not evaluate the potential detriment to larger swathes of wetlands due to increased runoff pollution from secondary growth. The direct impacts of rail are comparatively negligible; however, changing development patterns will negatively impact the sensitive communities through which the project runs. Although the majority of the project is contained in Pennsylvania, the most sensitive parts of the project area are contained within New Jersey. For example, the project will incur 6.4 acres of wetlands disturbance, 6.2 of which are in NJ, and 4.1 of which are in the MOS portion of the project. Two of those acres are in Byram Township, a protected Highlands community that recently passed a resolution against reactivation.

The entire proposed Andover station falls within threatened and endangered species habitat, and twenty species in all, including Bald Eagles, inhabit the project corridor. The EA states that this assessment is only preliminary, and they will conduct a more thorough investigation after the project is approved. However, a project of this magnitude should have these important details mapped before moving ahead. This omission further illustrates the need for a full Environmental Impact Statement.

Conclusion
Many factors contribute to Tri-State’s trepidation with respect to the Lackawanna Cut-Off project. The EA’s fails to illustrate that the project will fulfill the stated purpose and need, especially when the only foreseeable construction will build the MOS, which does not address the goals of the project and holds the greatest potential for adverse secondary impacts. A lack of traffic and secondary impacts analysis only drives home the need for more study.

Tri-State urges NJ Transit to take the time to conduct a full Environmental Impact Statement, examining the development implications of the project, alternatives to improve regional transportation and reduce congestion along the corridor, and ensure the ultimate sustainability of this expensive, expansive project.

Thank you for your consideration. Please do not hesitate to call if you have any questions.

Respectfully submitted,

Kyle Wiswall
Staff Attorney

Zoe Baldwin
NJ Coordinator
JUL 30 2000

Vincent Truccellito
Manager, Project Development
New Jersey Transit
One Penn Plaza East
Newark, New Jersey 07105-2245

Dear Mr. Truccellito:

The Environmental Protection Agency (EPA) has reviewed the NJ TRANSIT Environmental Assessment report (EA) on the Proposed New Jersey-Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project. This review was conducted in accordance with Section 309 of the Clean Air Act, as amended (42 U.S.C. 7609, PL 91-604 12(a), 84 Stat. 1709), and the National Environmental Policy Act (NEPA).

The proposed project involves restoration of passenger rail service from Scranton, Pennsylvania (PA) to midtown Manhattan/Hoboken, New Jersey (NJ). The project would utilize 133 miles of existing rail right-of-way, a portion of which has been inactive since 1979. Proposed construction includes a single-track commuter rail line from Scranton, PA to Port Morris, NJ, comprising a distance of 88 miles. The project also involves construction of 28 miles of new railroad infrastructure along an existing right-of-way in NJ. Infrastructure improvements include a new rail maintenance facility for storage of signal maintenance equipment, to be located in Greendell, NJ and a facility to be located in Scranton for train storage, maintenance and fueling. Eight new train stations would be constructed in PA and NJ. The Delaware River Bridge, Paulins Kill Viaduct and Roseville Tunnel would also be rehabilitated as part of the project.

A Minimal Operable Segment (MOS) of the Lackawanna Cut-Off project has also been proposed to restore commuter rail service from a new station in Andover, NJ to Hoboken, NJ, a distance of 52.3 miles. A new single track would be constructed from Port Morris to Andover, a distance of 73 miles. One station would be constructed in Andover, near the Roseville Road/Route 16/Andover Mohawk Road intersection. At full build-out, the proposed station site, which is currently undeveloped, will include parking for 125 vehicles. Rail cars would be maintained at the proponents' existing Port Morris Yard facility.

The MOS has been developed to provide a more limited service option due to concerns over funding availability for the larger Lackawanna Cut-Off project. The proponent has also determined the MOS has "independent utility" and can serve its purpose even if the entire project is not built. Although the EA addresses the environmental impacts of the full-build project, the MOS is the focus of this review, as it is the most viable option at this time.
The project has been proposed to provide an alternative transportation mode to the single occupancy vehicle (SOV) in a region which is currently experiencing, and will continue to experience, significant growth in terms of population and residential development, with consequent increased traffic congestion on highways (Interstate 80) and roadways. Currently, transit service options and linkage are limited within the western portions of the study area.

Wetland and Waterways

Approximately five acres of NJ state-assumed wetlands may be impacted as a result of the MOS, triggering federal oversight of the NJ Freshwater Wetlands application. There is also the potential that vernal pools and streams may exist in the vicinity of the proposed project, or within the limits of work. The proponent is in the process of delineating the site, in coordination with the NJDEP, ACOE and EPA to ascertain federal and state jurisdiction.

Wetland disturbances may result from the excavation and removal of materials from the drainage swales within the corridor right-of-way to restore their function. Approximately 0.2 acres of isolated wetlands located within the limits of work for the new Andover Station and parking facility may also be disturbed (filled) as a result of the project. A survey is currently underway to confirm the nature and extent of any project-related impacts to these significant environmental resources. Should the 5-acre threshold be exceeded, EPA will review and comment on the NJ permit application, to ensure that federally regulated impacts have been avoided and minimized to the maximum extent feasible. Unavoidable impacts must be mitigated in conformance with the state and federal wetlands mitigation requirements. The proponent has committed to onsite wetlands restoration and acquisition of additional property to accommodate those requirements. The total wetlands impacts for the entire Lackawanna Cut-Off project, should it ultimately be constructed, have been estimated at 6.4 acres (6.2 acres in New Jersey).

In addition, threatened and endangered species, such as the Bog turtle and the Indiana bat, respectively, may also be present within the NJ segment of the project, particularly in the vicinity of the proposed Andover Station site. Habitat field studies are being conducted to identify federally or state-listed species in coordination with the United States Fisheries and Wildlife Service and NJDEP. The proponent has committed to impact avoidance as the initial approach. If avoidance is not possible, mitigation will include habitat replacement and/or relocation.

Stormwater management will be an important means to protect water quality, which may be affected due to work in the right-of-way, construction of the proposed stations and the creation of new impervious surface for the parking facilities. The proponent has committed to implementing Best Management Practices, including installation of bio-retention basins, stormwater infiltration or detention wet ponds as well as employing other non-structural measures (e.g., minimization of soil and native vegetation disturbance) to protect water quality and quantity.

Construction impacts will be mitigated through implementation of an erosion and sedimentation control plan. According to the EA, rehabilitation of the Delaware River Bridge and other structures (e.g. culverts) will not require in-water work. Should this situation change, however, the proponent has committed to implementing Best Management Practices to prevent degradation of water quality, including construction of cofferdams and/or sheet piling to contain
fill materials and to prevent excavated soils from entering the waterways. Construction will be prohibited during anadromous fish spawning and migration activities (e.g., April to June and September to November).

Air Quality

To meet transportation conformity requirements (40 CFR 93.109(b)), the proposed project must be identified in a metropolitan planning organization's conforming transportation improvement program (TIP) and long range plan and meet any applicable hot-spot analysis requirements.

NJ TRANSIT has correctly noted that the proposed project is listed in North Jersey Transportation Planning Authority's amended FY2008-2011 TIP as non-exempt for transportation conformity (TIP No. T55), and that the project has been included in a regional emissions analysis for conformity. We recommend NJ TRANSIT record in its project findings statement the latest information from NJTPA, as the NJTPA Board of Trustees is scheduled to adopt the FY2009-2012 TIP on July 28, 2008.

Morris County is part of the New York-Northern New Jersey-Long Island, NY-NJ-Connecticut (CT) PM2.5 nonattainment area. Accordingly, the portion of the project in Morris County should be evaluated to determine if there is a need for a PM2.5 hot-spot analysis (see 40 CFR 93.123(b)). If so, a qualitative hot-spot determination will need to be conducted in accordance with 40 CFR 93 and the joint EPA/USDOT guidance titled, "Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" (EPA420-B-06-902).

The proponent has incorporated all of the measures suggested in our March 2, 2007 letter on the Draft EA. Specifically, while the project currently includes diesel powered rail cars, in the future, dual mode (electric and non-electric powered) locomotives may be operated along a portion of Lackawanna Cut-Off alignment, from Andover to midtown Manhattan. Existing older locomotives will be retrofitted and/or rebuilt with emissions control technology, and new locomotives will meet or exceed EPA emissions standards. Idle reduction technology will be installed at the Scranton rail yard. In addition, equipment will be repowered with generator set/hybrid technology and cleaner diesel fuel or alternative fuel will be utilized.

Furthermore, to minimize the air quality impacts of the project during construction, the proponent will utilize ultra low sulfur diesel or alternatively fueled construction equipment, and clean construction equipment, which is new, retrofitted, rebuilt or repowered. Anti-idling requirements will also be enforced at construction sites.

According to the EA, the induced growth effects of the project may be indirectly constrained within the surrounding areas along the New Jersey alignment by the Highlands Act. Municipalities east and south of Blairstown and Andover lie within the regulated area, and are subject to a growth management plan. The northeast portion of PA, however, is currently experiencing significant growth in population and residential development, which is unrelated to the proposed project and the trend is expected to continue.
It is EPA's understanding that a wetlands delineation has not yet occurred and a threatened and endangered species habitat field study is in progress. We recommend these be completed prior to making a findings statement regarding project impacts. Thank you for the opportunity to comment on the EA. Should you have any questions concerning this letter, please contact LeAndrea Dames of my staff at (212) 637-3703.

Sincerely yours,

[Signature]

Grace Musumeci, Chief
Environmental Review Section
Strategic Multi-Media Programs Branch
July 31, 2008

Vincent Truncellito, Manager
Project Development
NJ TRANSIT
One Penn Plaza East
Newark, NJ 0710502245

Subject: Lackawanna Cut-off Passenger Rail Service Restoration Project
Environmental Assessment (EA)—June 2008

Dear Mr. Truncellito:

Thank you for the opportunity to comment on the Environmental Assessment for reactivation of service on the Lackawanna Cut-off, specifically the MOS which is proposed to terminate in Andover.

I think it is important to differentiate between two levels of impact: the physical environment (forest, streams and wetlands) and the human environment (structural, economic and social) when addressing this project, so I will organize my comments into those two areas.

**PHYSICAL ENVIRONMENT**

The proposed Andover station site is immediately adjacent to a Category-1 stream, a tributary of Kymer Brook, as designated by the NJ Department of Environmental Protection on June 16, 2008. It is also fed from Highlands waters, flowing into Andover Township from the Highlands Preservation Area in Byram and returning into the Highlands (as the Pequest River) after passing through the proposed station site and into Andover Borough.

Thus, this stream will require 300-foot buffers, and the proposed station construction, from my best estimates of your aerial maps, falls completely within those buffers. Aside from intense NJ DEP regulatory review (and certain objection from environmental groups) the permitting process may also require Highlands Council review, as disturbance/development within buffers of Highlands waters.

The potential severity of the environmental constraint, and almost certainty of objectors to the process is good cause to consider relocating the proposed station site to a more suitable location within Andover Borough, which I shall discuss in detail later.

There are also a substantial number of wetlands within and adjoining the right-of-way in Byram Township, most notably between the proposed station and the Roseville Tunnel. Several stream “culverts” in the section of the “fill” adjoining the Hopatcong border have also suffered full or partial collapse over the course of the years. Any work in or along
these wetlands will definitely require additional NJ DEP permitting, and possibly mitigation – either on- or off-site.

Past work on wetlands mitigation has been “farmed out” to wetlands banks by other government entities doing infrastructure improvements in Byram. It is my sincerest hope that NJ Transit will not partake of this ill-conceived concept, and instead do the mitigation within the same watershed at the encroachment takes place. There are numerous opportunity for stormwater improvements within Byram.

Additionally, the potential of development adjacent to a poorly sited station has potential for long-term negative impact. To quote from Ms. Zoe Baldwin of the Tri-State Transportation Campaign in a July 9, 2008 post to their web blog (http://blog.tstc.org/2008/07/09/lackawanna-cutoff-why-now-and-why-there/): “The proposed Andover station is an example of the problems which plague the entire Lackawanna Cut-off. The station is sited on a narrow rural road and will be immediately across from last year’s highest ranked federal Forest Legacy Project Area. Development around the proposed site could have major impacts on the Highlands Preservation Area adjacent to Andover, injecting sprawl into one of the most beautifully rural parts of the Highlands...”

That leads into discussion of:

THE HUMAN ENVIRONMENT

The blog post by Ms. Baldwin continues: “…Moreover, the expansion could encourage urban-dwelling commuters to migrate to some of the state’s largest and most environmentally sensitive undeveloped tracts. In fact, the EA lists the ‘untapped economic development potential in the region’ as a rationale for the project. Although the EA denies that the rail project will have any effects on local land use, it admits that land use is ultimately controlled by local and regional bodies”

Perhaps the greatest irony in the discussion of this proposed station came at an NJ Transit meeting with Byram Township on June 18, 2008, where a NJ Transit representative told those questioning whether the location would induce sprawl that it would not do so, “with good local planning.”

I have to ask “What happened to smart planning and building ‘transit villages?’” By simply moving this station less than a mile, and building a two-story parking ramp topped with a rail station immediately adjacent to the elevated tracks, people would be rallying en masse to support this project.

The placement of a train station in the middle of a wooded field, over 1.1 miles from any improved infrastructure and State Route 206 – a perfect REAL transit village location in the economically impoverished Andover Borough, which could benefit from an injection of regional commuters and redevelopment – can only be blamed on “bad regional transit planning.”
I would suggest that in addition to alleviating environmental objections, potential traffic problems and need for infrastructure improvements to a very rural Roseville Road could be addressed by moving the proposed station to within Andover Borough, an existing State-designated Center in the State Development and Redevelopment Plan.

Although a station along the elevated section of rail bed would require additional costs, the project would be much improved from both environmental and economic standpoints, and create a truly desirable center-of-place in this humble community. Cutting cost is not an excuse to ignore the opportunity to make the Lackawanna Cut-off stations models of transit-oriented development.

I personally applaud sustainable transportation projects like this, but I would feel much more comfortable if there were firm plans for a true multi-modal station and proper transit-oriented village being considered – as well as firm plans by NJ Transit for improved local transit.

Finally, an issue I brought up at our June 18, 2008 meeting in Byram Township with NJ Transit representatives that I feel bears repeating. Byram has become a hub for local and regional trails, and a reactivation of the Lackawanna Cut-off will form a barrier for some of our trails, most notably the regional Highlands Trail. NJ Transit’s representatives agreed to work with Byram and our trails partner, the New York/New Jersey Trail Conference to help establish safe crossing and maintain vital links in our trail system. I would hope this could be included in the final statement of impacts for this project.

Thank you for this opportunity to comment on this project.

Regards,

Scott Olson
Councilman, Byram Township
194 Glenside Trail
Sparta, NJ 07871-1215
solson@byramtwp.org