



Final Scoping Document

Glassboro-Camden Line EIS
June 28, 2013

Prepared by:



Prepared for:



Revision 00 - FINAL

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1 INTRODUCTION

The Glassboro-Camden Line (GCL) Light Rail Project is a proposed expansion of transit service in Southern New Jersey, traversing the communities within the corridor from Glassboro to Camden. The proposed line would restore passenger rail service along the existing Conrail rail right-of-way using light rail vehicles similar to the NJ TRANSIT River LINE. Light rail along this corridor was selected as the Recommended Alternative based on the Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis (AA) Study completed in 2009.

With completion of the AA study, the Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO) and New Jersey Transit (NJ TRANSIT), in cooperation with the Federal Transit Administration (FTA) initiated the preparation of the Glassboro-Camden Line Environmental Impact Statement (EIS). The FTA is the lead federal agency for the project, with DRPA/PATCO serving as EIS project oversight, and NJ TRANSIT serving as funding partner.

In preparing the EIS, the National Environmental Policy Act (NEPA) requires an early and transparent process for determining the scope of the project and the issues to be evaluated and addressed within the EIS. This process is known as “NEPA scoping” and ensures that concerns are identified early and that non-significant issues do not consume unnecessary time and effort. It serves a tool for collaboration amongst project sponsors, agencies, interested parties, and the public. NEPA scoping for the GCL began with publication in the Federal Register of a Notice of Intent (NOI) to prepare a Draft EIS and preparation of a Draft Scoping Document, soliciting comments on the EIS scope.

This Final Scoping Document provides details describing the implementation and results of GCL Project Scoping phase completed in 2010. This document further summarizes the proposed scope of the GCL EIS, including purpose and need, project alternatives, and environmental resource areas to be studied, which were refined following the input received during the Scoping Phase.

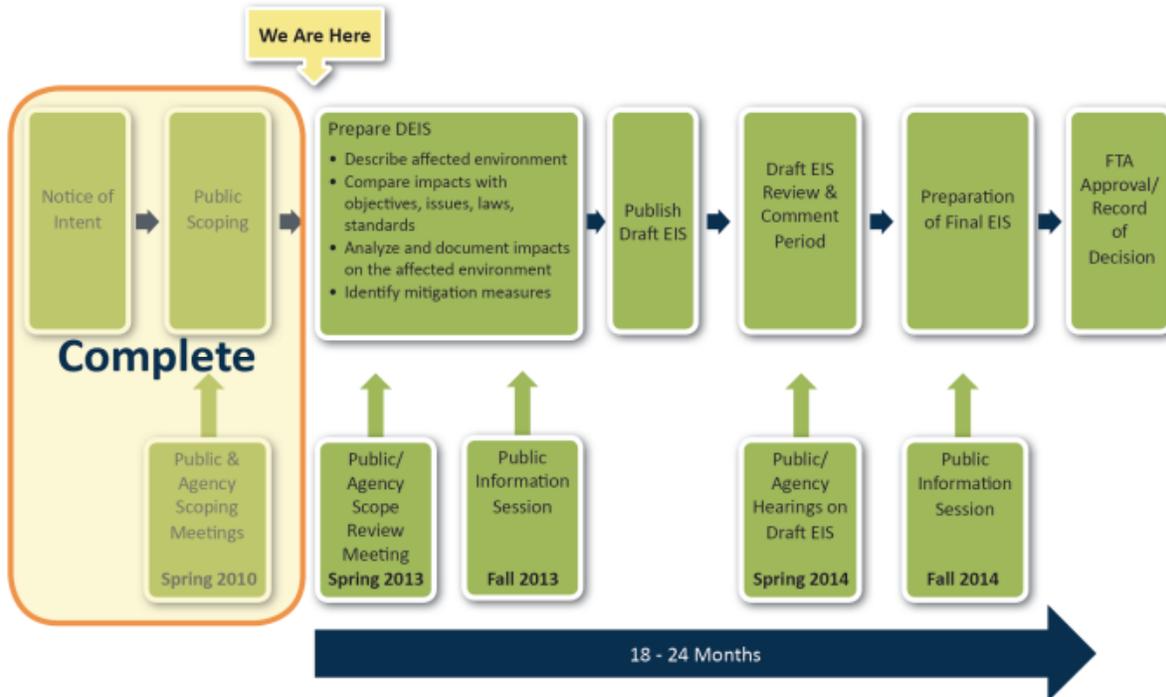
Contained within this Final Scoping Document is a discussion of the following topics:

- Overview of the NEPA EIS Process
 - Public Outreach and Agency Coordination
 - Overview and Results of the Scoping Process
 - Draft EIS and Final EIS
- Summary of the GCL Project Scope, including:
 - Purpose and Need for the Project and Related Goals and Objectives
 - Description of Primary Study Area
 - Alternatives to be Studied
 - Social, Economic and Environmental Impacts to be evaluated

2 NEPA EIS PROCESS

The NEPA EIS Process includes Public Outreach and Agency Coordination in general; a specified Scoping process to receive input from the public and key relevant agencies; the preparation and review of the Draft EIS; and the preparation and approval of the Final EIS. The entire EIS process is summarized on Figure 2-1, and approximate time periods for each activity are framed.

Figure 2-1: EIS Study Process



The following sections describe the main phases of the NEPA EIS Process and the work completed to date or to be completed over the next 18-24 months.

2.1 PUBLIC OUTREACH AND AGENCY COORDINATION

Public involvement and agency coordination are fundamental components of the NEPA process that occur throughout the development of the EIS. The various methods and procedures summarized here have been developed and implemented to: enhance public and stakeholder understanding of the project; provide venues for public and stakeholder comment; and advance toward public and stakeholder acceptance and support for the GCL.

A Public Involvement Plan (PIP) has been developed outlining the public involvement strategy for the project. The PIP is organized to involve a full demographic spectrum around the GCL study area in the planning and public involvement process. Key components of the program include:

- An extensive mailing list (Electronic & U.S. Mail) of individuals and organizations, which was compiled during the AA study and scoping phase that will be updated and utilized to provide direct project communication
- Public meetings and public information sessions at key project milestones as well as other targeted outreach meetings throughout the study
- Establishment and maintenance of a project website (www.GlassboroCamdenLine.com) as a tool to provide information and receive feedback
- Communications techniques including the preparation and distribution of advertisements, flyers and other print materials to keep the public and stakeholders informed; establishment of project e-mail addresses and a dedicated phone line to receive comments, inquiries and feedback; and media announcements about project activities and upcoming meetings and events.

An Agency Coordination Plan (ACP), as required by Section 6002 of SAFETEA-LU, has also been prepared to facilitate the dissemination of information about the project and the Draft EIS to federal, state, regional and local agencies, to encourage open discussion of project details and issues, and to provide opportunities for agency comments and questions.

The GCL Project Team prepared a list of potential Participating and Cooperating agencies which were invited to become a part of this process. According to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a Participating agency is any federal, state, tribal, regional, and local government agencies that may have an interest in the project, while a Cooperating agency is a federal or state agency with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. The agencies invited by letter to participate are listed in Appendix C.

The ACP outlines expectations for the study team as well as the Participating & Coordinating Agencies.

The study team will:

- Maintain a comprehensive mailing list (Electronic & U.S. Mail) of agencies and other stakeholders to provide direct project communication. Originally compiled during the AA study and scoping process, it will be regularly updated.
- Regularly update the project website (www.GlassboroCamdenLine.com) as a tool to provide information and receive feedback
- Conduct meetings and information sessions at appropriate intervals during the study to solicit timely feedback (e.g. Scope Review Meeting, prior to Draft EIS publication)

The Agencies will:

- Attend meetings and information sessions
- Raise any concerns regarding potential environmental or socioeconomic effects as early as possible
- Provide meaningful and timely comments on the Draft EIS

2.2 EIS SCOPING PROCESS

The EIS Scoping Process provides the opportunity for the public, stakeholders, and government agencies to review project information and offer comments with the intent of establishing the scope and content of the EIS. Scoping begins with the publication in the Federal Register of a Notice of Intent (NOI) to prepare a Draft EIS. A copy of the NOI for the GCL Project that appeared in the Federal Register on April 19, 2010 is included in Appendix A.

Along with the publication of the NOI, a Draft Scoping Document was prepared to provide information to the public and agencies on the Draft EIS process and the proposed scope of the EIS, including anticipated issues, alternatives to be evaluated and resource areas to be assessed. The Draft Scoping Document was mailed to pertinent federal, state and local agencies (listed in Appendix C) and was made publicly available on the project website (www.GlassboroCamdenLine.com).

The publication of the NOI and Draft Scoping Document initiated the Scoping Period for the GCL Project, where comments on the EIS scope were solicited from the public and the pertinent regulatory agencies and interested parties. This period lasted from April 19, 2010 until June 10, 2010. Comments from the public and agencies were solicited through the following means:

- Written comments submitted on the project website or mailed to the project team
- Three public scoping meetings, where members of the public could offer verbal or written comments and recommendations on the scope of the EIS, alternatives to be considered, and potential issues/concerns associated with the proposed project
- An agency scoping meeting, where the pertinent regulatory agencies and interested parties could offer verbal or written comments and recommendations on the scope of the EIS, alternatives to be considered, and potential issues/concerns relative to the interests of the various agencies

All comments received were considered and assessed as the scope of the project was further evaluated. Responses to each comment dealing with the project scope are included in Appendix D. Comments that raised significant issues were incorporated into the scope of the project and are documented within this Final Scoping Document. This document, therefore, represents the project scope that will be analyzed as part of the Draft and Final EIS that are forthcoming. Appendix B to this document provides a summary of the scoping comments received and recommended changes to the EIS scope that emanated from the scoping comments. Further, Section 3 of this document summarizes the final EIS scope which incorporates input received during the EIS Scoping Process.

As Scoping activities last occurred three years ago, the GCL Project Team hosted two meetings to update the public and the pertinent agencies on the status of the GCL Project and to present the results of the Scoping Process. These meetings were:

- **Agency Scope Review Meeting:** Thursday, May 9, 2013 at 2pm; DRPA/PATCO headquarters, 11th Floor Boardroom, One Port Center, 2 Riverside Drive, Camden, NJ 08103
- **Public Scope Review Meeting:** Monday, May 20, 2013 at 6pm; Woodbury Junior/Senior High School, 25 N. Broad Street, Woodbury, NJ 08096

2.3 DRAFT ENVIRONMENTAL IMPACT STATEMENT

Following completion of the EIS Scoping Process, preparation of the Draft Environmental Impact Statement began in early 2013. The Draft EIS will document the existing conditions of the natural and human environments; describe the possible social, economic, and environmental impacts and benefits of the proposed project; and will identify proposed mitigation measures as warranted.

The Draft EIS will be prepared in accordance with NEPA, as amended, and will conform to FTA policies and guidelines relative to NEPA and Council on Environmental Quality (CEQ) regulations, as set forth in 64 FR 28545 (May 26, 1999) and 23 CFR 771. The Draft EIS will address, as necessary, Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation (DOT) Act of 1966 (49 U.S.C. 303), Sections 404 and 401 of the Clean Water Act, Executive Order 11988 Floodplain Management, Executive Order 12898 Environmental Justice, and other relevant federal and state laws and regulations. The Draft EIS will also address the provisions of Section 6002 of Public Law 104-59, "The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)." The GCL Project Team will monitor progress of FTA's implementation of the new national transportation legislation, MAP-21 (Moving Ahead for Progress in the 21st Century Act), and will alter the Draft EIS analysis as necessary.

After completion and publication of the Draft EIS, the document will be made available for public and agency review and comment. Public Hearing(s) are expected to be scheduled for Spring 2014. During the Public Hearing(s), findings of the Draft EIS will be presented to the public and citizens will be afforded the opportunity to provide comment on the anticipated impacts of the project and proposed mitigation measures. Verbal and written comments will be accepted at the Public Hearing(s) and through other mechanisms such as written comments via postal service and electronic mail. Agencies will likewise be afforded the opportunity to provide comment on the anticipated impacts of the project and proposed mitigation measures as they relate to the interests of the various agencies.

2.4 FINAL ENVIRONMENTAL IMPACT STATEMENT

Following the Draft EIS Public Hearing(s) and comment period, the Final EIS will be prepared. Comments offered by the public and the participating agencies on the Draft EIS will be responded to as part of the Final EIS. Additionally, the Final EIS will present any clarifications or refinements to the proposed project that may have been developed subsequent to the issuance of the Draft EIS. The Final EIS will declare the proposed action and a Record of Decision will be made. It is currently anticipated that a ROD will be made at the end of 2014.

3 GCL PROJECT DESCRIPTION AND SCOPE

3.1 PROJECT BACKGROUND

The concept of providing improved passenger rail access to Southern New Jersey dates back to the 1930's, with many past studies addressing various corridors and transit technologies. The most recent impetus for improved transit began in 2003, when DRPA/PATCO initiated the "Southern New Jersey to Philadelphia Transit Study", completed in 2005. The study concluded with a "short list" of recommendations, including new transit service along the Conrail railroad right-of-way from Glassboro to Camden. These recommendations formed the basis for the Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis initiated by DRPA in 2007 and completed in 2009. Alternatives employing one of two modes were analyzed: fully-separated heavy rail service similar to the PATCO Speedline; or diesel Light Rail similar to the NJ TRANSIT River LINE. These alternatives were located within rights-of-way of major study area highways—such as Route I-676, NJ Route 42, the Atlantic City Expressway and NJ Route 55—and within the existing Conrail freight rail right-of-way from Glassboro to Camden.

As a result of a comprehensive analysis of these alternatives, the Light Rail alternative from Glassboro to Camden, aligned mainly within the existing Conrail railroad right-of-way, was chosen as the Recommended Alternative. This alternative, along with a No Action Alternative, and a Transportation System Management (TSM) Alternative, are being evaluated in the Draft EIS.

3.2 PURPOSE AND NEED FOR THE PROJECT

The purpose of the GCL project is to improve transit service along the Glassboro to Camden corridor in Southern New Jersey, with a focus on increasing mobility and improving links between established communities and activity centers.

The Glassboro to Camden corridor is characterized by older, densely populated communities that developed along the rail line, as well as by major employment and activity centers, including universities, medical centers and other institutions. However, connections between these activity centers and the people who access them are not efficient, and travel along the corridor is difficult. With regard to transit service especially, the corridor lacks competitive and reliable transit options between the major communities and activity centers.

Trips along the corridor are made primarily by car. Major roadways experience congestion during peak hours, and even greater travel demands associated with growth in population and employment are predicted for the future in Gloucester and Camden counties. This growth will contribute to continued increases in travel times, vehicle miles of travel, air pollutants and greenhouse gases. In addition, this auto dependence has contributed to and continues to encourage development "sprawl" into open space

and agricultural land, requiring new supporting infrastructure, and does not encourage growth in the established communities as promoted by state and local “Smart Growth” initiatives.

The proposed 18-mile GCL traverses established communities and would provide a new reliable transit system competitive with auto travel, linking activity centers, employment destinations and established residential areas. This reliability and competitiveness would encourage a modal shift from auto to transit, and contribute to reductions in congestion, travel times, vehicle miles of travel, air pollutants and greenhouse gases. Locating the proposed GCL within or adjacent to the existing Conrail railroad right-of-way would minimize property acquisition and take advantage of an underutilized transportation corridor. Moreover, its location amid established communities would encourage growth and economic development consistent with “Smart Growth” programs and policies at local, state, and regional levels.

The following project goals were derived from the needs, and reflect the plans and desires of the communities along the Glassboro to Camden corridor and Southern New Jersey as a whole, as articulated during the extensive public outreach and agency coordination process and needs assessment analyses performed during the AA study.

Provide More Transit Choices and Improved Quality of Service: Since the study corridor lacks high quality, readily available transit service, transit investments should be focused on improving service and increasing access.

Develop a Transit Network that Improves Links between People and Activity Centers: Cost-effective transit improvements that are integrated with residential areas and employment centers will increase both convenience and productivity, as well as encourage its use.

Reduce Highway Congestion with Competitive Transit Investments: Transit investment should also be directed at reducing congestion. By offering new transit solutions, reductions in vehicle miles traveled, traffic congestion, air pollution and energy consumption can be achieved.

Maximize Existing Transportation Assets and Minimize Impacts to the Environment: It is desirable to invest in transit projects that minimize and reduce impacts to environmental resources, promote less land-consumptive development, and utilize existing rail or highway rights-of-way.

Support State and Local Planned Growth Initiatives: Transit improvements should also encourage planned and controlled growth, consistent with the “Smart Growth” program and policies on the state and regional level and master planning/zoning on the municipal level.

Promote Economic Development and Improve Quality of Life: Developing alternative transit improvements provides the opportunity to encourage economic development and enhance quality-of-life conditions. To retain and attract residents and encourage economic growth, transit improvements must offer competitive and reliable service to important destinations.

3.3 SCOPE OF THE DRAFT EIS

3.3.1 Primary Study Area Definition

The primary area of effect to be examined extends approximately 500 feet from either side of the 18-mile-long alignment between Glassboro and Camden, primarily along the existing Conrail right-of-way. This width is the typical extent for potential direct impacts for the environmental effects that will be examined.

The size and width of the study area will vary based upon:

- the type of impact being evaluated and the typical extent of its effects,
- potential alternate alignment configurations, and
- portions of the project outside the right-of-way itself (with the study area extending up to ¼ mile from the alignment in station areas).

2.4.1 Alternatives

The alternatives expected to be included in the EIS include:

No Action Alternative: The No Action Alternative represents future conditions in the EIS analysis year of 2035 without the GCL Project. The No Action Alternative includes the existing transit and transportation system in Southern New Jersey plus planned improvements for which the need, commitment and financing have been identified, and which may reasonably be expected to be implemented. This Alternative is included in the Draft EIS as a means of comparing and evaluating the impacts and benefits of the GCL alternatives.

Transportation System Management (TSM) Alternative: The TSM alternative consists of enhancements and upgrades to the existing transportation system to address some of the needs and purpose of the project at less capital cost. These upgrades can include bus route restructuring and headway reductions, express and limited-stop service, intersection improvements, and other limited infrastructure improvements that enhance the transportation system. The specific combination of improvements to be incorporated into the TSM will be developed during the EIS process.

Light Rail Alternative: Based on the results of the 2009 Alternatives Analysis study of transit options, light rail service from Glassboro to Camden was selected as the Recommended Alternative to provide expanded transit service in Gloucester and Camden counties. This alternative will be the focus of the Draft EIS assessment and documentation.

The Light Rail Alternative would traverse the communities of Glassboro, Pitman, Sewell, Mantua Township, Deptford Township, Wenonah, Woodbury Heights, Woodbury, Westville, Brooklawn, Gloucester City and Camden. The new line would primarily run along Conrail's freight alignment, which is roughly parallel to Woodbury-Glassboro Road and NJ Route 45. The northern segment in Camden

would follow a new right-of-way adjacent to I-676 before entering an in-street alignment to reach Walter Rand Transportation Center where riders could transfer to the PATCO Lindenwold Line, the NJ TRANSIT River LINE, NJ TRANSIT bus service.

It is anticipated that the Light Rail Alternative would use diesel-powered light rail vehicles, operating within the Conrail right-of-way. Approximately fourteen (14) new stations would be located along the alignment; station locations will be studied in detail during the EIS phase. Figure 3-1 depicts the proposed GCL.

While the Light Rail Alternative would be constructed along the Conrail right-of-way from Glassboro to Camden, several potential modifications to this baseline alternative may be added as the EIS and conceptual engineering progress. These variations could include:

- Alternate local alignments, especially near the terminal stations
- Alternate track configurations, based on the available right-of-way
- Alternate maintenance and storage facility locations
- Alternate station locations
- Alternate operational configurations on areas shared with the River LINE

These variations will be examined during the development and refinement of the EIS Project Alternatives and incorporated into the analysis as warranted. The AA evaluations of alternate project alignments and transit technologies will be revisited and summarized in the EIS Project Alternatives Chapter.

Figure 3-1: GCL Project Map



3.4 SOCIAL, ECONOMIC, AND ENVIRONMENTAL IMPACTS

The Draft EIS and Final EIS will document the prevailing and projected physical, social, economic and environmental conditions that comprise the “setting” on which the GCL will be superimposed to assess its potential impacts on the array of resource areas described below. This information will be presented in text, tables and graphics. As noted, the No Action Alternative and a TSM Alternative will be evaluated, in addition to the Light Rail Alternative. As warranted, measures to mitigate predicted adverse impacts will be evaluated and recommended.

A comprehensive and up to date inventory of the environmental setting will be prepared using secondary sources to the greatest extent possible, and supplemented by original field reconnaissance as needed. For certain analyses, the “Build” conditions will be compared to No Action conditions. In other cases, comparisons of the “Build” and existing conditions would be more appropriate, consistent with analysis methods sanctioned by project review agencies. Both construction-related and long-term impacts will be addressed. Where applicable, impact assessment methods and findings will be coordinated with the appropriate resource and regulatory agency having jurisdiction over the particular resource. This coordination will extend to the identification and recommendation of mitigation measures, if needed, and will be documented in the Draft EIS. The resource areas to be addressed in the Draft EIS will include:

- Transportation (Traffic, Parking, Transit, Pedestrians and Freight Rail)
- Land Use, Zoning and Public Policy
- Neighborhoods, Community Services, and Environmental Justice
- Socioeconomics
- Visual and Aesthetic Conditions
- Air Quality
- Noise and Vibration
- Archaeological Resources
- Historic Resources
- Ecology and Water Resources
- Parklands
- Contaminated Materials
- Safety and Security
- Energy
- Utilities
- Construction
- Indirect and Cumulative Effects

Appendix A

Notice of Intent published April 19, 2010

the secure room. The door of the secure room is kept closed during work hours and kept locked when the room is not in use. The stand-alone workstation that contains the database is password protected. All paper working documents are stored in the secure room and shredded immediately after case completion.

RETENTION AND DISPOSAL:

The C³RS project is a five-year research/feasibility study subject to availability of funds. BTS will retain the entire C³RS database for up to ten years after completion of the project (*i.e.*, up to fifteen years total). The system is currently unscheduled; pending approval of a retention schedule by the National Archives and Records Administration (NARA), the records must be kept indefinitely. The retention periods that will be proposed to NARA are as follows: upon project completion, all PII data fields will be destroyed, and all non-PII data will be retired to the Federal Records Center (FRC). The non-PII data will be destroyed 10 years after completion of the study.

SYSTEM MANAGER(S) AND ADDRESS:

C³RS Data Collection Officer, Bureau of Transportation Statistics, Research & Innovative Technology Administration, Department of Transportation, 1200 New Jersey Ave., SE., RTS-31, Washington, DC 20590.

NOTIFICATION PROCEDURE:

Individuals seeking to determine whether their information is contained in this system should address written inquiries to: C³RS Data Collection Officer, Bureau of Transportation Statistics, Research & Innovative Technology Administration, Department of Transportation, 1200 New Jersey Ave., SE., RTS-31, Washington, DC 20590. Requests should include name, address and telephone number and a description of the request.

RECORD ACCESS PROCEDURES:

Same as "Notification Procedure."

CONTESTING RECORD PROCEDURES:

Same as "Notification Procedure."

RECORD SOURCE CATEGORIES:

Information is obtained directly from the individuals who report close call incidents to BTS.

EXEMPTIONS CLAIMED FOR THE SYSTEM:

None.

Dated: April 13, 2010.

Habib Azarsina,

Departmental Privacy Officer, 202-366-1965.

[FR Doc. 2010-8908 Filed 4-16-10; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for Expansion of Light Rail Transit Service From Glassboro, NJ to Camden, NJ

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement.

SUMMARY: FTA, in coordination with the Delaware River Port Authority (DRPA)/ Port Authority Transit Corporation (PATCO), is issuing this Notice of Intent (NOI) to advise the public that it proposes to prepare an Environmental Impact Statement (EIS) to assess the potential environmental impacts associated with the construction and operation of the Glassboro-Camden Line (GCL) light rail system, as well as assess and document a No-Action Alternative and a Transportation System Management (TSM) Alternative. The proposed GCL system is approximately 18 miles long and would operate between the Borough of Glassboro in Gloucester County and the City of Camden in Camden County along, and primarily within, the existing Conrail railroad right-of-way. Light Rail technology along this alignment was selected as the Recommended Alternative based on a two-year Alternatives Analysis completed by DRPA/PATCO in 2009.

FTA is issuing this notice to solicit public and agency input regarding the scope of the EIS and to advise the public and agencies that outreach activities conducted by DRPA/PATCO and its representatives will be considered in the preparation of the EIS. FTA is the lead federal agency for the environmental review, with DRPA/PATCO as the joint lead agency.

DATES: Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated should be sent to DRPA on or before June 10, 2010. *See ADDRESSES* below for the address to which written comments may be sent. Oral comments on the scope of the EIS can be made at Public Scoping Meetings on the following dates:

- Thursday, May 6, 2010 at Camden County College—Camden Technology Center, 200 North Broadway, Camden, NJ 08102 from 5:30 to 8:30 p.m.

- Tuesday, May 11, 2010 at Rowan University (Henry M. Rowan Bldg.), 201 Mullica Hill Road, Glassboro, NJ 08028 from 1:30 to 4:30 p.m.

- Tuesday, May 11, 2010 at Rowan University (Henry M. Rowan Bldg.), 201 Mullica Hill Road, Glassboro, NJ 08028 from 5:30 to 8:30 p.m.

An informational session explaining the proposed project will occur during the first hour of each meeting, followed by the opportunity for the public and/or agency representatives to provide oral comments on the scope of the EIS. Those individuals wishing to speak at the meetings are required to register at the particular meeting location on the day of that meeting. Anyone who requires special assistance at a scoping meeting should contact Ms. Victoria Malaszecki, Public Involvement Coordinator at (856) 223-0800, via e-mail at publicinvolvement@GlassboroCamdenLine.com, or at the address listed below at least 3 days prior to the meeting.

An agency scoping meeting will be held on Monday, May 3, 2010 at 2 p.m., at DRPA, One Port Center, 2 Riverside Drive, Camden, NJ. Representatives from federal, state, regional, tribal, and local agencies that may have an interest in the project will be invited to serve as either participating or cooperating agencies.

ADDRESSES: Comments will be accepted orally at the public scoping meetings, or they may be sent to Ms. Victoria Malaszecki, Public Outreach Liaison, Envision Consultants, Ltd. by mail at PO Box 536, Mullica Hill, NJ 08062, by fax (856)-223-8886, or by e-mail at publicinvolvement@GlassboroCamdenLine.com. The addresses of the scoping meetings are listed above under **DATES**.

FOR FURTHER INFORMATION CONTACT: Either Mr. Keith Lynch, Project Advisor, Federal Transit Administration, 1716 Market Street, Suite 500, Philadelphia, PA 19103 or (215) 656-7056; or Mr. Michael Venuto, Project Manager, Delaware River Port Authority, One Port Center, 2 Riverside Drive, Camden, NJ 08101 or (856) 968-2079.

Additional project information and scoping materials will be available at the meetings and on the project Web site (<http://www.GlassboroCamdenLine.com>).

SUPPLEMENTARY INFORMATION:

I: Scoping

FTA and DRPA/PATCO will undertake a scoping process that will allow the public and interested agencies to comment on the scope of the environmental review process. Scoping is the process of determining the scope, focus, and content of an EIS. NEPA scoping has specific objectives, identifying the significant issues that

will be examined in detail during the EIS, while simultaneously limiting consideration and development of issues that are not truly significant. FTA and DRPA/PATCO invite all interested individuals and organizations, public agencies, and Native American tribes to comment on the scope of the Draft EIS. To facilitate public and agency comment, a Draft Scoping Document will be prepared for review. Included in this document will be draft descriptions of: The purpose and need for the project; the alternatives to be studied; the impacts to be assessed; and the public outreach and agency coordination process.

II: Proposed Purpose and Need

The purpose of this project is to improve transit service along the Glassboro to Camden corridor in southern New Jersey with a focus on increasing mobility and improving links between the established communities and activity centers.

The Glassboro to Camden corridor is characterized by older, densely populated communities that developed along the rail line, as well as by major employment and activity centers including universities, medical centers and other institutions. However, connections between these activity centers and the people who access them are not efficient and travel along the corridor is difficult. With regard to transit service especially, the corridor lacks competitive and reliable transit options between the major communities and activity centers.

Trips along the corridor are primarily made by car. Major roadways experience congestion during peak hours, and even greater travel demands are predicted for the future in Gloucester and Camden counties, associated with growth in population and employment. This growth will contribute to continued increases in vehicle miles of travel, air pollutants and greenhouse gases, and travel times. In addition, this auto dependence has contributed to and continues to encourage development "sprawl" into open space and agricultural land, requiring new supporting infrastructure, and does not encourage growth in the established communities as promoted by state and local "Smart Growth" initiatives.

The proposed 18-mile GCL traverses established communities and would provide a new reliable transit system competitive with auto travel, linking activity centers, employment destinations and established residential areas. This reliability and competitiveness would encourage a

modal shift from auto to transit, and contribute to reduced congestion, vehicle miles of travel, air pollutants and greenhouse gases, and travel times. Aligning the GCL with the existing Conrail railroad right-of-way would minimize property acquisition and take advantage of an underutilized transportation corridor. Moreover, its location amid established communities would encourage growth and economic development consistent with "Smart Growth" programs and policies at the local, State, and regional level.

III: Proposed Alternatives

The alternatives expected to be included in the EIS include:

No Action Alternative: The No Action Alternative represents future conditions in the EIS analysis year of 2035 without the GCL Project. The No Action Alternative includes the existing transit and transportation system in southern New Jersey plus planned improvements for which the need, commitment, financing and public and political support have been identified, and which may reasonably be expected to be implemented. This Alternative is included in the Draft EIS as a means of comparing and evaluating the impacts and benefits of the GCL alternatives.

Transportation System Management (TSM) Alternative: The TSM alternative consists of enhancements and upgrades to the existing transportation system to address some of the needs and purpose of the project at less capital cost. These upgrades can include bus route restructuring and headway reductions, express and limited-stop service, intersection improvements, and other limited infrastructure improvements that enhance the transportation system. The specific combination of improvements to be incorporated into the TSM will be developed during the EIS process.

Light Rail Alternative: Based on the results of the 2009 Alternatives Analysis of transit options, light rail service from Glassboro to Camden was selected as the Recommended Alternative to provide expanded transit service in Gloucester and Camden counties, New Jersey. This alternative will be the focus of the Draft EIS assessment and documentation.

The Light Rail Alternative would traverse the communities of Glassboro, Pitman, Sewell, Mantua Township, Deptford Township, Wenonah, Woodbury Heights, Woodbury, Westville, Brooklawn, Gloucester City, and Camden. The new line would primarily run along Conrail's freight alignment, which is roughly parallel to Woodbury-Glassboro Road and NJ Route

45. The northern segment in Camden would follow a new right-of-way adjacent to I-676 before entering an in-street alignment to reach Walter Rand Transportation Center where riders could transfer to the PATCO Lindenwold Line and the NJ TRANSIT River Line.

The Light Rail Alternative would use diesel-powered light rail vehicles, operating on new dedicated tracks and/or sharing portions of Conrail track with temporal separation. Approximately fourteen (14) new stations would be located along the alignment.

IV: Probable Effects

FTA and DRPA/PATCO will evaluate both project-specific as well as indirect and cumulative effects to the existing physical, social, economic and environmental setting in which the GCL will be located. The permanent, long-term effects to the region could include effects to traffic and transportation; land use and socioeconomic; visual character and aesthetics; noise and vibration; historical and archaeological resources; community impacts; and natural resources. Temporary impacts during construction of the project could include effects to air quality; noise and vibration; natural resources; and contaminated and hazardous materials.

The analysis will be undertaken in conformity with NEPA, Council on Environmental Quality regulations, FTA guidance and relevant environmental guidelines, Section 106 of the National Historic Preservation Act, section 4(f) of the DOT Act, Executive Order 12898 regarding minority and low-income populations, the Clean Water Act and the Clean Air Act of 1970, along with other applicable Federal and State regulations. Opportunities for comment on the potential effects to be studied will be provided to the public, and comments received will be considered in the development of the final scope and content of the environmental documents.

V: Public and Agency Involvement Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. In accordance with Section 6002 of SAFETEA-LU, FTA and DRPA/PATCO will: (1) Extend an invitation to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project to become participating agencies (any interested party that does not receive an

invitation to become a participating agency can notify any of the contact persons listed earlier in this NOI; (2) Provide opportunity for involvement by participating agencies and the public to help define the purpose and need for the proposed project, as well as the range of alternatives for consideration in the EIS; and (3) Establish a plan for coordinating public and agency participation in, and comment on, the environmental review process.

A Public Involvement Plan and an Agency Coordination Plan will be developed outlining public and agency involvement for the project. These will be available on the project Web site or through written request. Opportunities for comment will be provided throughout the EIS process, including public and agency meetings, the project Web site, a mailing address, and a phone information line. Comments received from any of these sources will be considered in the development of the final scope and content of the environmental documents.

VI. Summary/Next Steps

With the publication of this NOI, the scoping process for the project begins. After the publication of the Draft Scoping Document, a public comment period will begin, allowing the public to offer input on the scope of the EIS until June 10, 2010. Public comments will be received through those methods explained earlier in this NOI and will be incorporated into a Final Scoping Document. This document will detail the scope of the EIS and the potential environmental effects that will be considered during the study period. After the completion of the Draft EIS, another public commenting period will allow for input on the EIS, and these comments will be incorporated into the Final EIS report before publication.

Issued on: April 12, 2010.

Letitia A. Thompson,

FTA Region III Administrator.

[FR Doc. 2010-8965 Filed 4-16-10; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Tenth Meeting: RTCA Special Committee 214: Working Group 78: Standards for Air Traffic Data Communication Services

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 214: Working Group 78:

Standards for Air Traffic Data Communication Services.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the RTCA Special Committee 214: Working Group 78: Standards for Air Traffic Data Communication Services.

DATES: The meeting will be held May 3-7, 2010 from 9 a.m.-5 p.m.

ADDRESS: The meeting will be held at Palma de Majorca, SPAIN, Air Europa Lineas Aereas, S.A., Centro Empresarial Globalia, Ctra. Arenal—Llucmajor, km 21,5, Poligono Industrial Son Noguera, C.P: 07620 Mallorca, Illes Balears, SPAIN.

Hosts: Mr. Juan Rossello—jrossello@air-europa.com and Capt. Jordi Manzano jordi.manzano@air-europa.com.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a RTCA Special Committee 214: Working Group 78: Standards for Air Traffic Data Communication Services meeting. The agenda will include:

Additional Information

Additional information and all the documents to be considered can be found in the Web site <http://www.faa.gov/go/SC214>.

Meeting Objectives

- Approval new Sub-groups, Organization & Process, review preliminary activities
- Coordination with SC-217/WG-44 and SC-186/WG-51
- Agree on approach for Oceanic/Continental Integration
- Review of Position Papers
- Progress on D-RVR & D-HZWX Service assessment
- Review and Update the work plan as required

Agenda

Day 1 (Monday 3rd May 2010)

- 09h00-12h30: Plenary Session
 - Welcome/Introductions/ Administrative Remarks
 - Approval of the Agenda
 - Approval of the Summary of Plenary 9
 - Review Action Item Status
 - Coordination Activities
 - Briefing from SC-217/WG-44 (D-TAXI, Airport Data Base)
 - Briefing from SC-186/WG-51 (CPDLC support for Interval Management)
 - Review of the work so far
 - SPR & INT documents version H

- SC-214/WG-78 TORs and Work Plan

- Review of Position Papers
- Oceanic/Continental Integration

Position paper

- Seamless ATS Datalink (Airbus)
 - Security paper (FAA)
- 13h30-17h00: Plenary Session
- New Sub-groups organization
 - Announcement of Sub-group Chairs
 - Approval of Organization & Process, review preliminary activities
 - Configuration Sub-group (CSG-SG)
 - Validation Sub-group (VSG-SG)
 - VDL Sub-group (VDL-SG)
 - Approval of Sub-group Meeting Objectives

Day 2 (Tuesday 4th May 2010) 9h00-17h00: Sub-Group Sessions

Day 3 (Wednesday 5th May 2010) 9h00-17h00: Sub-Group Sessions

Day 4 (Thursday 6th May 2010 9h00-17h00): Plenary Session

- Configuration Sub-Group Report & Assignment of Action Items
 - Validation Sub-group Report & Assignment of Action Items
 - VDL Sub-group Report & Assignment of Action Items
 - Review Dates and Locations
- Upcoming Meetings
- Any Other Business
 - Adjourn

Day 5 (Friday 7th May 2010): Sub-Group Sessions

9h00-16H00: Sub-Group Sessions
Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC on April 12, 2010.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. 2010-8849 Filed 4-16-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2010-0041; Notice 1]

Fuji Heavy Industries USA, Inc., Receipt of Petition for Decision of Inconsequential Noncompliance

Fuji Heavy Industries USA, Inc. (Fuji), on behalf of Subaru of America, Inc.,

Appendix B
Scoping Summary

1 OVERVIEW

This Scoping Summary Report details the progress of the scoping process for the Glassboro-Camden Line (GCL) project up until the completion of the scoping comment period on June 10, 2010. This report covers both the Agency Coordination and Public Outreach aspects of the scoping process, including both the Agency Scoping Meeting and the three Public Scoping Meetings. The agency and public outreach steps undertaken by the study team are discussed, as well as the results of the scoping commenting period. A summary of the scoping comments is provided, as well as the responses to these comments (see Appendix D) and the potential necessary revisions to the scope first delineated in the Draft Scoping Document.

1.1 THE SCOPING PROCESS

The broader purpose of the scoping process is to provide the opportunity for the public and government agencies to review information on the GCL and offer comments with the intent of establishing the scope and content of the EIS, including: the purpose and need for the project, the proposed alternatives to be considered, and the social, economic, and environmental impacts to be examined. Scoping began with the publication in the Federal Register on April 19, 2010 of a Notice of Intent (NOI) to prepare a Draft EIS; a copy of this document as published in the Federal Register can be found in Appendix A. The NOI was followed by the publication of the Draft Scoping Document to define the scope as originally envisioned, and to provide information about the EIS process.

The study team then initiated both the Agency Coordination and Public Outreach processes. Interested and affected public agencies and entities were identified and invited to participate in the scoping process. An Agency Coordination Meeting was held, and the agencies were given the opportunity to offer comments on the scope of the EIS and to begin coordinating with the lead agencies, and other affected agencies, on preparation of the EIS.

During the same period, Public Outreach activities began, with the launch of the GCL website [www.glassborcamdenline.com] and the distribution of flyers and informational documents in local community facilities. Three public scoping meetings were scheduled, giving the public an opportunity to learn more about the GCL project and to offer comments on the scope of the EIS. In addition to verbal and written comments provided at the scoping meetings, members of the public could submit comments to the study team electronically through the website or in hard copy by mail.

The scoping comment period remained open for the public and agencies to provide comments on the EIS scope through June 10, 2010. Significant issues raised through these public and agency comments are summarized in this Appendix, and have been incorporated into the main section of this document, the Final Scoping Document.

2 AGENCY COORDINATION

The first part of the scoping process involved coordination with public agencies and entities that may be affected by or have an interest in the GCL project. As detailed in the Agency Coordination Plan (available on the project website or per request), the GCL Project Team prepared a list of potential Participating and Cooperating agencies which were invited to become a part of this process. According to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a Participating agency is any federal, state, tribal, regional, and local government agencies that may have an interest in the project, while a Cooperating agency is a federal or state agency with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. The agencies invited by letter to participate are listed in Appendix C.

On May 3, 2010 the Agency Scoping Meeting was held, with 15 of the 67 invited agencies represented at the meeting. The project team presented the main material from the Draft Scoping Document, which included the EIS process, the purpose and need of the project, the alternatives to be evaluated, and the potential impacts to be assessed, and asked for feedback from the agency representatives either during the meeting or through subsequent written correspondence.

By the end of the Scoping Comment Period on June 10, 2010, 14 agencies had accepted their role as a Participating Agency, two of those accepting their invitation to be a Cooperating Agency. Additionally, five other federal agencies did not decline their role as Participating agencies. These acceptances are included in Appendix C.

In all, comments on the scope were received from 11 of the agencies. These dealt primarily with impacts to be assessed. The following sections summarize the comments received with regard to specific portions of the EIS scope.

2.1 AGENCY SCOPING COMMENTS

2.1.1 Project Alternatives

Several comments received from participating and cooperating agencies addressed the project alternatives as presented:

- One comment inquired about the schedule for station site planning activities in the local municipalities. It was noted that station locations depicted in the Light Rail Alternative are preliminary and will be refined with community input throughout the EIS.
- One comment inquired about a waterfront alignment in Camden, a variation on the Light Rail Alternative that had been considered during the Feasibility Study completed in 2005. It was noted that the waterfront alignment was not advanced as it follows a slower indirect route. Alternate alignments and configurations will be revisited, however, during the development and refinement of the EIS Project Alternatives.

- Two comments requested more details about the specific track configuration of the Light Rail Alternative. Specifically, how many tracks would be present along the route for both light rail and freight traffic. The proposed track configuration for the Light Rail Alternative will be refined during the EIS and conceptual engineering process through coordination with Conrail and will be presented to the interested participating agencies when finalized.
- One comment asked for clarification on the street running segment in Camden. It is currently anticipated that light rail vehicles would travel along Haddon Avenue and parts of 9th Street in Camden.
- One comment asked if a determination had been made regarding the maintenance and storage facility. Potential yard sites will be studied during the EIS and conceptual engineering.

2.1.2 Impacts to be Assessed

Many of the comments received from participating and cooperating agencies addressed the social, economic, and environmental impact areas to be studied as part of the EIS:

- *Noise and vibration:* The use of quiet zones to fulfill noise mitigation requirements was discussed, and the need for a full track configuration plan to make grade crossing protection determinations was expressed.
- *Air Quality:* Agency comments recommended that the air quality analysis consider that several of the counties in the region are in non-attainment for ozone and PM_{2.5}. Additionally, the effect of the alternatives on overall levels of greenhouse gas emissions should be considered.
- *Natural Resources:* Agency comments recommended that the environmental analysis consider submerged aquatic vegetation and anadromous fish populations in the waterways crossed by the rail alignment. The analysis should also include impacts to bald eagle nesting areas; though the species is now delisted, it is still protected.
- *Safety and Security:* One comment addressed pedestrian safety at grade crossings, mentioning that the Operation Life Saver program for schoolchildren has been successful elsewhere in New Jersey at reducing accidents at rail crossings, and recommended that a similar program be implemented as part of the GCL Light Rail Alternative.
- *Water Resources:* Several comments addressed important water resources in the study area that need to be considered. The corridor runs above the New Jersey Coastal Plain Sole Source Aquifer, and any potential impacts to this resource should be considered. Also, impacts at crossings of Delaware River tributaries, including Big Timber and Little Timber creeks, should be considered. One comment also suggested that Low Impact Development techniques for stormwater management be considered in the design of the Light Rail Alternative and related mitigations.
- Other comments recommended generally that the EIS should cover issues related to: *Environmental Justice; Construction Impacts* (especially localized emissions); and *Secondary, Cumulative, and Indirect Impacts*.

3 PUBLIC OUTREACH

With the publication of the NOI, the study team began the public outreach process, as detailed in the Public Involvement Plan (PIP) (available on the project website or per request). The project website [www.glassborocamdenline.com] was launched to provide a central point for the dissemination of project information, including: a description of the EIS process and updates about upcoming project phases; the previously completed Alternatives Analysis study; Frequently Asked Questions and a fact sheet giving project details; and information about how to participate in the scoping process. Important details about the EIS process and the proposed scope were also compiled into a Scoping Information Booklet to provide a quick yet comprehensive summary of the scoping process.

One of the most important pieces of the public outreach process was the series of Public Scoping Meetings, where the lead agencies presented to the public key project information and details about the EIS process, and provided an opportunity for members of the public to give verbal and written comments on the scope of the project. These meetings included:

Public Meeting #1

Thursday May 6, 2010 – 5:30pm

Camden County College – Camden Technology Center
200 North Broadway, Camden, NJ 08102

Public Meeting #2

Tuesday May 11, 2010 – 1:30pm

Rowan University – Henry M. Rowan Building
201 Mullica Hill Road, Glassboro, NJ 08028

Public Meeting #3

Tuesday May 11, 2010 – 5:30pm

Rowan University – Henry M. Rowan Building
201 Mullica Hill Road, Glassboro, NJ 08028

The study team published schedule and scoping information on the project website in advance of the meetings to inform the public of how they could participate. Additionally, flyers and other informational print materials were distributed to over 170 locations including local public and community facilities to ensure the public was well-informed. This was further supplemented by legal notice and press releases. An email notification announcing the Public Scoping activities was sent to more than 1100 contacts in the project contact database.

At the meetings, key information about the project was presented to the public, including:

- Informational boards with project details ;
- Project alignment map with aerial images; and

- A presentation describing the project and the steps in the EIS process .

The public was then given the opportunity to offer verbal comments on the EIS scope. Members of the public were also able to submit written comments at these meetings. In addition to the Public Scoping Meetings, members of the public were able to provide written comments either on the project website, via email, or by US mail before June 10, 2010. A summary of the comments received is provided below.

3.1 PUBLIC SCOPING COMMENTS

In total, DRPA/PATCO and FTA heard 55 verbal comments at the three meetings. Members of the public also submitted 18 written comment forms at the meetings. The following table gives a breakdown of meeting participation and meeting comments:

	Camden	Rowan Afternoon	Rowan Evening	Total
Attended	62	56	58	176
Verbal Comments Given	27	10	18	55
Submitted Written Comments	7	11 (both Rowan meetings)		18

DRPA/PATCO and FTA received 117 additional written comments regarding the scope of the project.

Comments received from the public ranged from suggested changes to the project alternatives, to requests for specific environmental impacts to be studied, to more general statements in support or opposition of the project. Public comments that address the scope of the project, including the purpose and need, the project alternatives, and the potential environmental impacts to be assessed, are summarized in the following sections. Responses to the identified comments on the project scope are provided in Appendix D.

3.1.1 Project Alternatives

A large portion of the comments received dealt with the project alternatives as proposed. Comments suggested changes to, or recommended entirely different alignments, station locations, modes, and operational structures, among others.

3.1.1.1 Alignments and Modes

Six comments suggested changes to the alignment in downtown Camden to coordinate service with the River LINE; two of these wish to see GCL trains continue on to Trenton, while four want the GCL to use the waterfront stations in Camden. As noted in the responses in Appendix D, operational coordination with the River LINE will be examined during the EIS in conjunction with NJ TRANSIT.

Eleven comments were in favor of Alternative 2 from the AA study (PATCO heavy rail service along Route 55), while four favored Alternative 3 from the AA study (PATCO heavy rail service along the Conrail right-of-way). As the responses in Appendix D describe, both of these alternatives were rejected previously and a detailed evaluation can be found in the Alternatives Analysis study. Nineteen

comments suggested a one-seat ride to Philadelphia be provided in some fashion aside from the AA alternatives.

Several comments asked that other modes besides diesel light rail be considered. Five suggested that electrification be studied in general, while six recommended a Modified-PATCO type of operation. The Modified-PATCO was first suggested in the Feasibility Study of 2005, but was not advanced. This hybrid-system would operate much like a light rail operation at grade with overhead power between Camden and Glassboro capable of operating on the existing system via third rail.

The AA evaluations of alternate project alignments and transit technologies will be revisited and summarized in the EIS Project Alternatives Chapter.

3.1.1.2 Station Locations

Thirty-two comments recommended specific station locations along the proposed alignment, in most cases near where the current proposed plan sites the stations. The strongest support was for a proposed station in South Camden; 20 comments called for the station to be located in South Camden near Ferry Avenue.

Evaluation of specific station locations will be conducted early in the EIS process with input from the local municipalities and stakeholders.

3.1.1.3 Operational Issues

Several comments addressed operational issues including: 24-hour or late night service, express service, fare coordination with PATCO, bus and transit coordination. A refined operations plan for the proposed GCL will be developed during the EIS and these issues will be studied and evaluated.

3.1.2 Impacts to be Assessed

The general impact areas cited in the public comments received are included in the list of impacts to be studied during the EIS. These include:

- Noise and vibration impacts, and the potential for mitigation through quiet zones
- Air quality impacts either from reduced congestion regionally or from increased traffic at local intersections
- Socio-economic impacts of improving transit connections
- Impacts to trees and vegetation along the railroad right-of-way
- Impacts on energy usage
- Safety at stations and grade crossings
- Traffic impacts from grade crossings and parking
- Parking demand at stations
- Historical structures and districts
- Impacts to freight service
- Bike and pedestrian access and planning

Some specific potential impacts were identified within the public comments; these specific impacts are noted in the response summaries in Appendix D, and were incorporated into the main portion of this report, the Final Scoping Document.

3.1.3 Land Use, Development, and Financial Analysis

Additionally, several comments dealt with development and financial issues. Five comments asked that the study examine the potential effects of new development and redevelopment along the corridor. Three other comments asked what effects this development would have on tax receipts, while two comments wanted an analysis of how taxes may change to pay for the proposed Light Rail Alternative. Two comments wanted a breakdown of Operating and Maintenance (O&M) costs while one other wanted the same for Capital costs.

As part of the development of the EIS Financial Plan, Capital and O&M cost estimates will be developed, as well as an evaluation of potential funding strategies for the proposed Light Rail Alternative.

Appendix C
List of Invited Agencies and Participation

Agency	Type	Invited Role	Attended 2010 Agency Meeting	Offered Comments on the EIS Scope	Accepted Role as of June 2013
Federal					
Bureau of Indian Affairs	Regulatory	Participating			Participating
Federal Emergency Management Agency	Regulatory	Participating			Participating
Federal Highway Administration	Transportation	Participating			Participating
Federal Railroad Administration	Transportation	Cooperating			Participating
National Marine Fisheries Service	Regulatory	Participating		Yes	Participating
United States Coast Guard	Regulatory	Participating			Participating
US Army Corps of Engineers	Regulatory	Cooperating	Yes	Yes	Cooperating
US Environmental Protection Agency	Regulatory	Cooperating		Yes	Cooperating
US Fish and Wildlife Service	Regulatory	Participating	Yes	Yes	Participating
State					
New Jersey Department of Transportation – Diagnostic Team	Transportation	Cooperating	Yes	Yes	Participating
New Jersey Department of Transportation – Traffic Engineering/Safety	Transportation	Cooperating			Participating
New Jersey Transit	Transportation	Participating	Yes		Project Team Member
NJ Office of Planning Advocacy	Regulatory	Participating	Yes	Yes	Participating
NJ Department of Environmental Protection	Regulatory	Cooperating	Yes	Yes	Participating
NJ Historic Preservation Office	Regulatory	Participating	Yes	Yes	Participating
Regional					
Delaware Valley Regional Planning Commission	MPO	Participating	Yes	Yes	Participating
South Jersey Transportation Planning Organization	MPO	Participating	Yes		Project Observer
Local					
Borough of Brooklawn	Local	Participating			
Borough of Pitman	Local	Participating			
Borough of Wenonah	Local	Participating			
Borough of Westville	Local	Participating	Yes		Participating
Borough of Woodbury Heights	Local	Participating			
Camden County	Local	Participating			Participating
City of Camden	Local	Participating	Yes	Yes	Participating
City of Philadelphia – Office of Transportation and Utilities	Local	Participating			Participating
City of Woodbury	Local	Participating			
Cumberland County	Local	Participating	Yes		
Deptford Township	Local	Participating			
Glassboro	Local	Participating	Yes		Participating
Gloucester City	Local	Participating	Yes		Participating
Gloucester County	Local	Participating	Yes		Participating
Mantua Township	Local	Participating			

Agency	Type	Invited Role	Attended 2010 Agency Meeting	Offered Comments on the EIS Scope	Accepted Role as of June 2013
Tribal					
Absentee-Shawnee Tribe of Oklahoma	Tribal	Participating			
Aroostook Band of Micmacs	Tribal	Participating			
Catawba Indian Tribe	Tribal	Participating			
Cayuga Nation	Tribal	Participating			
Chitimacha Tribe of Louisiana	Tribal	Participating			
Coushatta Indian Tribe	Tribal	Participating			
Delaware Nation of Oklahoma	Tribal	Participating			
Delaware Tribe of Indians	Tribal	Participating			
Eastern Band of Cherokee Indians	Tribal	Participating			
Houlton Band of Maliseet Indians	Tribal	Participating			
Jena Band of Choctaw Indians	Tribal	Participating			
Mashantucket Pequot Tribe	Tribal	Participating			
Mashpee Wampanoag Tribe	Tribal	Participating			
Miccosukee Indian Tribe	Tribal	Participating			
Mississippi Band of Choctaw	Tribal	Participating			
Mohegan Indian Tribe	Tribal	Participating			
Nanticoke Lenni-Lenape Indians of New Jersey	Tribal	Participating			
Narragansett Indian Tribe	Tribal	Participating			
Oneida Indian Nation	Tribal	Participating		Yes	Participating
Onondaga Indian Nation	Tribal	Participating			
Passamaquoddy Tribe	Tribal	Participating			
Passamaquoddy Tribe	Tribal	Participating			
Penobscot Indian Nation	Tribal	Participating			
Poarch Band of Creek Indians	Tribal	Participating			
Powhatan Renape Nation	Tribal	Participating			
Ramapough Lenape Indian Nation	Tribal	Participating			
Saint Regis Mohawk Tribe	Tribal	Participating			
Seminole Indian Tribe	Tribal	Participating			
Seneca Nation of Indians	Tribal	Participating			
Shawnee Tribe of Oklahoma	Tribal	Participating			
Stockbridge-Munsee Community Band of Mohican Indians	Tribal	Participating			
Tonawanda Band of Seneca	Tribal	Participating			
Tunica-Biloxi Tribe	Tribal	Participating			
Tuscarora Nation	Tribal	Participating			
Wampanoag Tribe of Gay Head	Tribal	Participating			

Appendix D
Responses to Comments on the EIS Scope

ID	Submitter	Comment	Areas Addressed	Response
Purpose and Need				
Environmental Impacts and Concerns				
14	Chris P.	Don't forget all the advantages of removing vehicle congestion from routes 42, 295, and 55. There are many, including reduced emissions, reduced fuel and vehicle operation costs, lost time and productivity, etc.	Air Quality	The Air Quality chapter of the EIS will provide an analysis of emissions impacts of changes in traffic volumes.
55	John H.	Reduction of vehicle miles traveled by automobile and the subsequent environmental implications	Air Quality	The Air Quality chapter of the EIS will provide an analysis of air quality impacts/benefits due to reductions in VMT.
132	Michael C.	We want a measure of increased pollution in the towns from the 20 hours a day running of the trains and increased street traffic;	Air Quality	The Air Quality chapter of the EIS will provide an analysis of localized emissions impacts due to changes in traffic flows.
128	William V.	The study ought to include a study of the petroleum situation. The US Dept. of Energy recently released a study forecasting consumption and prices both of which are shown to rise over the foreseeable future.	Energy	The Energy Chapter of the EIS will consider issues of energy usage and changing consumption patterns.
55	John H.	The impact to low and moderate income households and the ability for this line to provide added transportation choice at a reasonable cost.	Environmental Justice	The Environmental Justice chapter of the EIS will consider impacts to low-income travelers.
13	Richard H.	Impacts on development in Camden that could increase ratable and decrease state aid.	Financial Analysis	The Socioeconomics chapter of the EIS will include an analysis of potential changes in property values and tax revenue.
14	Chris P.	There should be an emphasis on assessing all the economic benefits, including increases in real estate asset values.	Financial Analysis	The Socioeconomics chapter of the EIS will assess economic benefits.

ID	Submitter	Comment	Areas Addressed	Response
54	Vincent J.	To help pay for the project, I'd hope that a land value capture program is utilized to collect the gains in land value provided by the taxpayers with this project ensuring that the gains in value offset construction rather than become an unearned increment for landowners immediately adjacent to stops.	Financial Analysis	The Financial Analysis chapter of the EIS will include an analysis of potential funding strategies.
85	Dan S.	Taxes - I did not see any information on changes to the tax structure (incr/decr) within NJ to fund Capital Costs and/or O&M. This needs to be seriously reviewed and considered.	Financial Analysis	The Financial Analysis chapter of the EIS will include an analysis of potential funding strategies.
132	Michael C.	The yearly increase in taxes expected for the average citizen due to construction along the proposed route; this should include a RANGE of worst case and best case (most and least increase). The increase in taxes for the average citizen due to the yearly maintenance/subsidy of the proposal; this should include a RANGE of worst case and best case since nobody can predict usage (most and least increase).	Financial Analysis	The EIS will include an estimate of capital as well as operating and maintenance costs, and the Financial Analysis chapter will analyze potential funding strategies for both the construction of the line and yearly operations and maintenance.
137	Robert & Carol R.	We want a breakdown on how the operation costs of the GCL will be funded.	Financial Analysis	The EIS will include an estimate of operating and maintenance costs, and the Financial Analysis chapter will analyze potential funding strategies for the project as a whole.
55	John H.	The impact to land use in its ability to foster redevelopment and infill and thus prevent development of open space along the fringe.	Land Use, Zoning & Public Policy Secondary Effects	The Land Use, Zoning, and Public Policy chapter and Secondary and Cumulative Effects chapter of the EIS will consider the potential in the study area for redevelopment.
130	Therese S.	My main concern is how it will affect our farmers in the Gloucester County and Cumberland County areas. Our farmers are struggling to stay afloat as it is in one of the last corners of this "Garden State" which has remained fairly unpopulated.	Land Use, Zoning, & Public Policy Farmlands	The Land Use, Zoning, and Public Policy chapter of the EIS will consider impacts to undeveloped lands in the study area. Farmlands will also be considered as part of the Natural Resources analysis.
13	Richard H.	Need forecasts of who will move where and impacts on redevelopment vs. new development experience of River Line is a barometer.	Land Use, Zoning, & Public Policy Secondary Effects	The Land Use, Zoning, and Public Policy chapter and Secondary and Cumulative Effects chapter of the EIS will consider the potential in the study area for redevelopment.
79	Scott B.	My other concern about the rail line concerns the trees that line the tracks. For example, we have a group of Shingle Oak trees, which I understand is perhaps the only natural occurrence of this species in New Jersey. The EIS should address any need for cutting down or trimming back trees along the Conrail right-of-way in order to install additional	Natural Resources	The Natural Resources chapter of the EIS will examine impacts to trees and vegetation along the alignment and recommend measures to minimize impacts.

ID	Submitter	Comment	Areas Addressed	Response
132	Michael C.	<p>tracks. Our Environmental Commission works hard to maintain the land these trees sit on; we don't want to see them sacrificed in the name of progress.</p> <p>We want an accurate evaluation of destruction of trees, vegetation and wildlife.</p>	Natural Resources	The Natural Resources chapter of the EIS will provide an analysis of impacts to trees, vegetation, and wildlife.
159	Tom V.	<p>Just one final comment, the County owns a piece of property down by the college that has been set aside because there's a lot of swamping in there which is protected. And I would help if anywhere along the river line we run into swamping or anywhere along the Gloucester Camden Line, that we can transport it to the county facility. Thank you.</p> <p>Other social and economic advantages, this line will open up Gloucester county residents to other transit such as PATCO, SEPTA< AMTRAK and New Jersey Transit.</p>	Natural Resources	The Water Resources chapter of the EIS will document any potential impacts to wetlands, and potential mitigation measures.
14	Chris P.	<p>Reducing the frequency of train runs on the proposed GCL would reduce the noise pollution that will be generated by this train line. Since I can now hear in my home the trains which presently run on the existing rail line in Glassboro, I'm concerned about the level of noise that will be generated by trains running every 7.5/15 minutes especially at night. Is there really a demand for the trains to run with such frequency?</p>	Neighborhoods, Community Service & EJ	The Neighborhoods, Community Services, & Environmental Justice and Transportation chapters of the EIS will examine the impacts and benefits of improved regional connectivity.
52	Kathy D.	<p>I understand that the federal government offers an alternative known as a quiet zone, albeit one that costs hundreds of thousands of dollars per grade crossing (times the three crossings that currently exist in Wenonah). I would ask that the Environmental Impact Statement address what the light rail operator will do to defray such costs, in order to be a good neighbor in this community and minimize detrimental effects of their operations.</p>	Noise and Vibration	The Noise and Vibration chapter of the EIS will evaluate the noise impacts of the proposed light rail alternative on sensitive receptors and will describe potential mitigation measures.
79	Scott B.	<p>We want measures of increased train and traffic noise for citizens of these towns.</p>	Noise and Vibration	If warranted, the EIS chapter on Noise and Vibration will examine the potential for implementing quiet zones and the safety devices and procedures that would be necessary to mitigate potential operational noise impacts.
132	Michael C.	<p>Will the train sound the horn every time it passes some communities like we have with the light rail train? Communities on the East Camden side have been complaining that the train every so often honks that horn two o'clock, three o'clock in the morning. That's not fair. Is it necessary?</p>	Noise and Vibration	The Noise and Vibration chapter of the EIS will evaluate the noise impacts of the proposed light rail alternative on sensitive receptors and will describe potential mitigation measures.
152	Randy C.	<p>I am three quarters of a mile from the train in Pitman, so I'm not concerned about safety, I'm just concerned about noise. Fully graded-separated heavy rail addresses both concerns, eliminating the need for safety bells and horns.</p>	Noise and Vibration	The Noise and Vibration chapter of the EIS will evaluate the noise impacts of the proposed light rail alternative on sensitive receptors, and will describe potential mitigation measures. The Transportation chapter will evaluate the potential need to grade-separated crossings.
190	Robert D.		Noise and Vibration	

ID	Submitter	Comment	Areas Addressed	Response
72	Tom P.	I would hope that if the stations are not attended, that a reliable video monitoring system is employed.	Safety and Security	The Safety and Security chapter of the EIS will examine options for station security measures, including video monitoring systems.
132	Michael C.	We want estimates for increase in accidents and the costs of injuries and deaths due to increased traffic and train activity. We want expected increase in expenditures for each town for increased law enforcement due to traffic tickets or even crimes.	Safety and Security	The Transportation chapter of the EIS will evaluate traffic and train activity as well as operational characteristics that could affect safety at at-grade crossings. The Safety and Security chapter will describe law enforcement measures that would be taken relative to the proposed Light Rail Alternative.
153	Mary C.	Please provide also safety classes for the schools.	Safety and Security	The Safety and Security chapter of the EIS will examine potential safety measures along the proposed Light Rail Alternative, including potential public education campaigns.
72	Tom P.	I would also like to point out that the proposed station in Pitman's Ballard Park falls within the local historic district and subject to design review by the Historic Preservation Commission	Section 4(f)	The EIS will include an analysis of potential impacts to historic resources in compliance with Section 106 of the National Historic Preservation Act.
138	Richard M.	Historic Structures: I sincerely hope that DRPA/PATCO will respect and help to preserve the historic railroad structures which remain on the Millville Branch today: Gloucester passenger station, Woodbury passenger station and Glassboro passenger station. These three structures are owned by their respective communities, and their preservation and restoration provide the public a glimpse of the rich transportation history that is our heritage. One other structure needs to be addressed: the Sewell passenger station. This structure is in an extremely deteriorated condition and, I believe, is privately owned. If it can be saved, it should be, but a structural engineering assessment is needed. I request and hope that DRPA/PATCO will fund such assessment and work with the township and historic preservation groups to help save the station before calling in the bulldozers.	Section 4(f)	The EIS will include an analysis of potential impacts to historic resources in compliance with Section 106 of the National Historic Preservation Act.
10	Anonymous	Problem to park cars on streets where parking lots will not be provided. Cities may put up no parking signs on streets close to stations..... Traffic problems in cities where stations have parking lots.	Transportation (Parking)	Impacts related to changes in traffic patterns will be examined in the Neighborhoods, Community Services, and Environmental Justice chapter of the EIS. If significant increases in parking demand are expected, proper mitigations will be proposed.
16	John M.	One experience from SEPTA, make sure there is more than enough parking.	Transportation (Parking)	Parking demand will be analyzed in the Traffic and Transportation and Neighborhoods, Community Services, and Environmental Justice chapters of the EIS.
44	Nicole C.	I just hope there will be ample parking at each station to accommodate everyone. That is the only concern I have.	Transportation (Parking)	Parking demand will be analyzed in the Traffic and Transportation and Neighborhoods, Community Services, and Environmental Justice chapters of the EIS.
49	Anonymous	How will parking in the neighborhoods be handled for those people that don't want to pay to park in the designated lots?	Transportation (Parking)	Parking demand and potential strategies for parking control will be analyzed in the Neighborhoods, Community Services, and Environmental Justice chapter of the EIS.

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52	Kathy D.	If a train station is built at Rowan University, it appears this would cause traffic on Route 322 to stop as trains went through which I fear would create a significant traffic problem on Route 322. Especially if trains are run every 7.5 minutes during rush hour and every 15 minutes during off-peak hours as is presently proposed.	Transportation	The effects of light rail grade crossings on local traffic will be examined in the Transportation chapter of the EIS.
55	John H.	In order to lessen traffic impacts on the local communities please consider and carefully plan the Park-and-Ride stations at the intersections of the line with RT 55 and RT 295. A new northbound exit ramp should be considered at Tyler Mill Road for the RT.55 Park-and-Ride station. A similar new north-bound exit ramp should be considered at the intersection of the line with 295. These stations if well planned can absorb a significant amount of commuter traffic and thus prevent traffic increases in the town centers.	Transportation (Parking)	The Transportation chapter of the EIS will examine the traffic impacts of new stations, including park-and-rides, and will consider road modifications and mitigation strategies to handle new heavy traffic flows.
69	Melissa L.	Traffic will be an issue. With a train going by every 7 minutes during rush hour, traffic from one side of town to another will necessarily be bisected and congested.	Transportation	The effects of light rail grade crossings on local traffic will be examined in the Transportation chapter of the EIS.
128	William V.	In past studies a need for 6000 parking spaces was determined. I presume this will be about the same need for the current G-C Line. I would suggest that consideration be given to a park and ride station and lot just south of the Woodbury station where the railroad wye is located, where the lines to Pennsville and Paulsboro diverge. There was a railroad team track in that area, no longer used and rails removed. That location would provide parking just south of Woodbury station for those persons coming from directly south.	Transportation (Parking)	Parking demand will be assessed during the EIS, and locations for larger park-and-ride stations will be identified.
132	Michael C.	We want estimates in each town of increased traffic congestion – including increased wait times, amount of vehicle backups and increase in usage of parking spaces available and estimates of what additional parking will need to be obtained in each town.	Transportation (Parking)	The Transportation chapter of the EIS will provide an analysis of the effect of grade crossings on traffic and the parking demand associated with the new line.
173	Joyce L.	It is an ideal choice for you to talk to Conrail, take some of the parking area along the right-of-way, put in a parking area where people coming off of 295 can voluntarily come off, park, and ride the rail.	Transportation (Parking)	Parking demand will be assessed during the EIS, and locations for larger park-and-ride stations will be identified.
61	Timothy G.	I am the District Right-of-Way Manager for Colonial Pipeline Company. We operate a refined petroleum pipeline in the path of your proposed expansion. We may need to make alterations to our facilities in order to accommodate your project. Please include us in your utility location plans as you move forward.	Utility Coordination	Utilities within the proposed ROW will be contacted and coordinated with during the EIS as the environmental analysis and conceptual engineering advances..

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173	Joyce L.	You look on the other side of where your station is going to be and there are six drains in the middle of the street. The water doesn't flood from the street from water running down, it curves back up out of those culverts, floods the entire intersection all the way back to where the rail line is.	Water Resources	The EIS chapter on Water Resources will consider impacts to water bodies, and drainage issues in and around station areas will be examined as the conceptual engineering advances.
Project Alternatives and Planning Concerns				
55	John H.	Please coordinate the stations with bicycle infrastructure planning. This could be the once in a life time opportunity for creating bike infrastructure along the rail corridor consistent with Rail With Trails. For example, a bike bridge incorporated with renovations to the rail bridge over Route 55 would be major asset for safety and development of bike infrastructure. Please coordinate this system with bicycle master planning in the region.	Bike and Pedestrian Issues	Bike and pedestrian improvements will be examined as part of the Station Planning and Design process.
75	Nicholas G.	Second what happens to all the freight the train is carrying?	Freight Coordination	Throughout the EIS, the GCL Project Team will coordinate with Conrail to develop infrastructure and operational solutions that maintain freight traffic while allowing passenger service to be introduced.
17	Rick S.	Question: Will the vehicles and route carry the Port Authority logos, or the PATCO logos?	Operations	Issues of Branding are beyond the scope of the EIS and would be discussed in the future.
58	Seth B.	I suggest the inclusion of express trains during peak time periods.	Operations	Alternate service plans, including express service, will be examined as part of the Operations Planning process during the EIS.
145	Marianna E.	No. The River Line doesn't have a name that says Trenton to Camden on Camden to Trenton, so why does this one need destinations like that? Why don't we just call this the South Jersey Line or something similar.	Operations	"Glassboro-Camden Line" is the name of the project at this stage; the Environmental Impact Statement. At a later date after the selection of an operator, issues of Branding will be discussed.
9	William D.	I urge you to assess the long term impact of the operation of a Diesel light rail line as compared to an electric system. I also urge you to consider the multiplication in ridership an affordable integration into PATCO and access to the Philadelphia ridership market can bring with it.	Project Alternatives	Electrification of the system and integration with PATCO were examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
14	Chris P.	I agree that light rail is appropriate, but I would like electrification to be considered (like PATCO).	Project Alternatives	Electrification of the system and integration with PATCO were examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
14	Chris P.	Capability for 24 hour operation.	Project Alternatives	Length of operation will be considered in refinement of operational characteristics as warranted by ridership projections, transportation impacts and the like. Operation hours will also be dependent on coordination with Conrail freight service along the corridor.
16	John M.	While the DMU alternative is understandable I ask that a separated heavy rail (3rd Rail Dev) be reconsidered.	Project Alternatives	Heavy Rail alternatives were examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology will be revisited during the Project Alternatives Refinement phase early in the EIS.

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17	Rick S.	I ask that the DRPA consider extending the route to the Entertainment center complex so that passengers from South Jersey can gain easy access to that area as well as the Adventure Aquarium, the Camden River Sharks arena, and the Ferry to Philadelphia.	Project Alternatives	Alternate alignments (including serving the Camden Waterfront) will be examined during the Project Alternatives Refinement phase early in the EIS.
18	Lisa J.	My only wish is that it would be a direct ride into Phila.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
20	Robert D.	So it is my opinion that I would rather have a Patco style train run down the center of Rt 55, than DLRT running through Pitman.	Project Alternatives	Heavy Rail alternatives were examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology will be revisited during the Project Alternatives Refinement phase early in the EIS.
26	Paul M.	The fact that you have to transfer in Camden may limit ridership as it has on the River Line. It really adds a lot of time to the trip to do this transfer and I think the travel time via this rail line will be close to what it is via car so people will probably still use their car for the convenience it offers. I think this is something that this study really has to look at.	Project Alternatives	The impact of the proposed Camden transfer on system ridership will be modeled and analyzed during the development of the EIS.
26	Paul M.	It would be nice if you could consider some type of hybrid train system that could enter the existing PACTO line to offer a single car ride all the way into Philadelphia.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
28	Veda Z.	There MUST be a connecting link from the Woodcrest or Haddonfield Patco stop to somewhere on the proposed route. As much as I like this idea, I would NEVER go by Patco into Camden and then back again on this line...it is out of the way/wrong direction and time-consuming.	Project Alternatives	Alternate alignments that serve the GCL Project's goals (service from Glassboro to Camden) will be examined during the Project Alternatives Refinement phase early in the EIS.
33	Robi P.	An electrified rail line, in my view, is the only alternative - it is clean, it is fast, it is efficient.	Project Alternatives	Electrification of the system was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
39	John N.	Please consider extending the terminus south to Millville. I also feel that the heavy rail alternative should be re-assessed for the sole reason of providing a one seat ride into Philadelphia.	Project Alternatives	The proposed configuration of the GCL allows for a potential future extension of the line past Glassboro, as discussed in the feasibility study in 2005. However, any such extension would not be a part of this project. Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.

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43	John N.	1. It does not provide a one seat ride into Philadelphia. I feel that with a one seat ride it would further reduce the traffic and congestion that results from people going into Philadelphia every morning. 2. It ignores the population centers of Vineland and Millville. Having the line extend to these areas would further reduce the congestion on Rt. 55 and Delsea Drive.	Project Alternatives	The proposed configuration of the GCL allows for a potential future extension of the line past Glassboro, as discussed in the feasibility study in 2005. However, any such extension would not be a part of this project. Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
46	Duane U.	The rail project from Camden to Glassboro should divide and follow route 55.	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.
50	Robert D.	Sorry the extension to Cumberland county is not included. The service to Millville would be simple to implement with the existing freight rails in use.	Project Alternatives	The proposed configuration of the GCL allows for a potential future extension of the line past Glassboro, as discussed in the feasibility study in 2005. However, any such extension would not be a part of this project.
50	Robert D.	The initial plan to use the Rt.55 median is ideal because the shared rails will be congested with freight trains.	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS. Existing freight rail service will be considered during the development of the proposed operating plan for the light rail.
57	James M.	The project should be res copied as I have written before, and instead of going into Camden use a new route to include a tunnel that would connect the Gloucester county line to the end of the Broad St Subway.	Project Alternatives	Alternate alignments that serve the GCL Project's goals (service from Glassboro to Camden) will be examined during the Project Alternatives Refinement phase early in the EIS.
62	David L.	It should be out on 55 if anywhere. That way they can create commuter parking as well.	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.
67	George F.	I would just like to comment that the Phase II option of Millville – Vineland extension be given more priority.	Project Alternatives	The proposed configuration of the GCL allows for a potential future extension of the line past Glassboro, as discussed in the feasibility study in 2005. However, any such extension would not be a part of this project.
69	Melissa L.	If a train to Camden must be created, it should be placed along the median of Route 55, as originally planned (and as originally contemplated and paid for by tax payer money), so as not to destroy the safe, small communities along the existing freight line tracks. If the train is placed along Route 55, it would be only a short drive to a parking lot for those (few) residents who desire to take a train to Camden.	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.

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71	Lynn B.	I think an alternative route should be established.	Project Alternatives	Alternate alignments that serve the GCL Project's goals (service from Glassboro to Camden) will be examined during the Project Alternatives Refinement phase early in the EIS.
72	Tom P.	I embrace the light rail alternative, however a single seat ride to Philadelphia would be of much greater interest to me.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
73	Kathy M.	I believe it should go into Philadelphia and should be elevated like Collingswood and not every 7 minutes.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
75	Nicholas G.	There is no need for train to go thru towns. Route 55 was designed for train.	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.
76	Kristi J.	Link the train up to the Pat co High Speedline down Rt 55 like initially proposed.	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.
79	Scott B.	Regarding the express bus alternative, I cannot see a significant number of people using a bus line that is confined to dedicated lanes on an expressway. Besides the hassle of getting from my home to the bus station, what happens at the other end of the trip? Either the bus is subject to slow street traffic in Camden or Philadelphia, or else I must shuttle bus, taxi, or bicycle to my final destination	Project Alternatives	A Transportation Systems Management (TSM) alternative will be explored during the EIS, primarily as a means of comparison to the other alternatives.
79	Scott B.	Overall, though, the light rail alternative is a second-best solution compared to the heavy rail PATCO system. Only a heavy-rail system would have offered the huge benefit of a one-seat trip into Center City Philadelphia.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
92	Jitka M.	I would like the project to be reevaluated and the speed line going down Rt 55 to be reconsidered. I believe that is way more beneficial to us as residents and to our businesses.	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.
97	Rosemarie B.	no transfer either to PA or into NJ ... the Camden stop shouldn't be required	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.

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97	Rosemarie B.	Why not go the extra mile, literally, and include service to the Swedesboro Woolwich area, one of the fastest growing communities in all NJ.	Project Alternatives	The proposed configuration of the GCL allows for a potential future extension of the line past Glassboro, as discussed in the feasibility study in 2005. However, any such extension would not be a part of this project.
108	David R.	if it were up to me I would build a few rail lines from Woodbury to Salem, and Woodbury to Atlantic city	Project Alternatives	Alternate alignments that serve the GCL Project's goals (service from Glassboro to Camden) will be examined during the Project Alternatives Refinement phase early in the EIS.
113	Frank S.	Also the line should at least continue to Malaga NJ, that way the Buena Vineland Bridgeton and Millville area would not have to drive that far, phase 2 to Millville won't be done for 25 years.	Project Alternatives	The proposed configuration of the GCL allows for a potential future extension of the line past Glassboro, as discussed in the feasibility study in 2005. However, any such extension would not be a part of this project.
114	David I.	Please try to find an alternate bridge to cross the river. Consider use of the WW Bridge and connect to SEPTA Subway at Pattison.	Project Alternatives	Alternate alignments that serve the GCL Project's goals (service from Glassboro to Camden) will be examined during the Project Alternatives Refinement phase early in the EIS.
119	Bob	The line should be built it should use ELECTRIC trains and it should have thru running into Phila much like the Lindenwald line cars such as the Blue line in Boston that can run on both overhead wires and third rail...	Project Alternatives	Electrification of the system and integration with PATCO were examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
124	Joe K.	I suggest the trains run continuously through Camden and onto the RiverLine.	Project Alternatives	Operational integration with the New Jersey Transit River Line will be examined as part of the EIS.
128	William V.	The scope should be expanded to include STUDY of electrification of the proposed light rail alignment....A study of capital costs ought to be done by conceptualizing a specific installation and not use an average cost per mile from other projects.	Project Alternatives	Electrification of the system was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
129	Andy S.	Extension of service to Vineland and Millville	Project Alternatives	The proposed configuration of the GCL allows for a potential future extension of the line past Glassboro, as discussed in the feasibility study in 2005. However, any such extension would not be a part of this project.
129	Andy S.	Connection of the line to the current PATCO trunk and necessary modal revisions to permit a one-seat ride to Philadelphia	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
129	Andy S.	Electrification	Project Alternatives	Electrification of the system was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.

ID	Submitter	Comment	Areas Addressed	Response
131	Karen Z.	Is this line a foregone conclusion, or is the Route 55 right-of-way still being considered?	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.
135	Vince J.	The train could leave 16th and Locust running off of the third rail, but when the train arrives at CP Mill (the point where Conrail's Vineland Secondary turns away from the PATCO right of way in Camden) the power car could be livened up and the train could continue under its own power to Glassboro.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
138	Richard M.	<p>Electrification - One Seat Ride: I highly recommend that the proposed project be electrified per the modified P A TCO model. This could potentially provide a one seat ride between South Jersey communities and Philadelphia. I know there are capacity issues regarding headways on the Ben Franklin Bridge and interface with the existing P ATCO service. A modern signal system may provide the possibility that at least some Gloucester County trips could operate directly to Philadelphia.</p> <p>Equipment: Do not repeat the NJ Transit mistake of buying those uncomfortable, poor riding LRV's used in their service, electric and diesel. Surely you could provide much more appropriate and passenger friendly equipment than those horizontal tin cans. Cars similar to the existing PATCO cars would be far superior.</p>	Project Alternatives	<p>Electrification of the system and integration with PATCO were examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.</p> <p>Vehicle designs will be explored as the proposed project progresses.</p>
148	Francis C.	I would like to see a loop continue on through Rutgers University so there would be access to Rutgers, through the Aquarium, the events that are happening there, the entertainment Center and continuing down through the old New York shipyard and back into the Conrail at that point.	Project Alternatives	Alternate alignments (including serving the Camden Waterfront) will be examined during the Project Alternatives Refinement phase early in the EIS.
148	Francis C.	So what I would like to see is that somehow that we incorporate not a stop in Camden, but a continuous process so that people in the Glassboro-Camden corridor could continue right up to Trenton, take advantage of all the activities in the Camden to Trenton portion.	Project Alternatives	Operational integration with the New Jersey Transit River Line will be examined as part of the EIS.
160	Andrea F.	I would also like to say that I would be extraordinarily happy if the Camden-Glassboro Line didn't stop at midnight but kept going into like two-thirty in the morning or three.	Project Alternatives	Service duration will be examined during the development of Operating Plans during the EIS.
164	Claus S.	When they built 42 and 55 they left a right-of-way for train. So there is no environmental impact if they were to put it down 42 or 55.	Project Alternatives	The Routes 42 and 55 alignments were examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.

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171	William D.	I'm just wondering why there is absolutely no combination between the two, either the all solution, the PATCO very separated 3 billion dollar monster or this 1.6 billion dollar Light Rail System.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
177	Vince J.	In conclusion, I would like to state that the Glassboro-Camden Line needs to be built to operate directly into the City of Philadelphia. No inconvenient transfers, a one-seat ride is mandatory.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
186	William R.	I can think of several destination off-peak that can be served -- or let's put it this way -- that can be better served with one-seat ride into downtown Philadelphia.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
187	Scott M.	Various members of ours, including myself, are very concerned it's not a one-seat ride into Philadelphia, but that is probably not obtainable at this time.	Project Alternatives	Integration with PATCO was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
191	Edward S.	I'd like to ask the council to consider the use of the Route 55 corridor rather than going through the center of town.	Project Alternatives	The Route 55 alignment was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Alternate alignments will be revisited during the Project Alternatives Refinement phase early in the EIS.
194	Chris P.	The only thing I would suggest is they consider full electric instead of the diesel driven electric cars.	Project Alternatives	Electrification of the system was examined during the AA, which ultimately recommended Alternative 4, Diesel Light Rail. Issues of transit technology and integration with existing services will be revisited during the Project Alternatives Refinement phase early in the EIS.
106	Ed N.	I am mainly interested in where the station will go in Woodbury downtown, as I saw "Cooper Street" mentioned as well as "Barber" in literature, but no exact spot. Thanks	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
45	Brian D.	The existing RiverLine station at Broadway/Camden forces PATCO riders to exit the train station and stand isolated in an unsecured outdoor street-level area plagued by panhandlers and vagrants. A transfer station area accessible only to ticketed riders, if possible, would be ideal.	Station locations	Safety and Security measures will be examined during the EIS. Additionally, fare system and technology options will be examined as the proposed project progresses.
1	Amber Y.	I am especially in support of the Ferry Ave. and Cooper Hospital stops! Would it be possible to go one stop further past the transportation center... a stop in Rutgers/Aquarium/Campbell's Field/Waterfront Area! There is talk of much growth on the waterfront and redevelopment of the former prisons! Would be perfect to have a stop there!	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
2	Mary C.	We residents want/need a stop at Ferry Avenue... The main stop should be at Ferry Ave, others can also be added.	Station locations	Alternate alignments (including serving the Camden Waterfront) will be examined during the Project Alternatives Refinement phase early in the EIS. All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.

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3	Dee D.	I would like to state my support for a train station near Ferry Ave. and 6th Street. There is a need in this community for improved access to public transportation.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
4	Michelle T.	There is a very dire need for more stops in this project.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
5	Maureen O.	There is a need for this rail line with a stop at 6th and Ferry Avenue because this richly diverse community will require means to transport them to jobs in Camden City and Philadelphia.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
7	Helene P.	It is critical planning decision like the topic we are here for tonight that set us on the right course, or give suburbanites no right to complain about supplementing the City of Camden, its neighborhoods needs are left as a secondary consideration, or indeed not considered at all. The 4th stop team has done our homework, professionally, and with substantial supporting data, and presented to the DRPA.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
15	Anthony D.	Can you place a station in Brooklawn? This would require moving the Crown Point Road station south to Olive Street in Westville. You might consider a station at Hession Avenue in North Woodbury. You might consider locating the Woodbury station at the junction rather than Cooper Street. A water front loop in Camden could enhance both lines.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations. Alternate alignments (including serving the Camden Waterfront) will be examined during the Project Alternatives Refinement phase early in the EIS.
18	Lisa J.	I fully support this project and would like to let you know that I believe the best station in Pitman would be where the current Bank of Gloucester County branch is located in Ballard Park. This incidentally is the location for the original rail station for Pitman. Moving the Bank building can easily be done and Ballard Park provides ample parking. It is also easily walkable from most places in the community.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
118	Edward J.	I understand that it might be costly to restore, but you wonder if it was more costly to build new ones opposed to restoring existing ones.	Station Locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
125	Juieta D.	I hope that there will be a station in Pitman.	Station Locations	Current plans call for a station in Pitman. All station locations will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
129	Andy S.	Additional station sites beyond those currently identified in the initial studies should be evaluated, particularly in Camden.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
131	Karen Z.	Moreover, as I understand it, there is not going to be a station in Pitman	Station Locations	Current plans call for a station in Pitman. All station locations will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
140	Deborah P.	And what we would really like to see -- and I'm like Father Doyle, this is very exciting -- to have something to stop in the City of Camden and not just go over the city, would be to see three stops of the one at the Virtue stop at Atlantic Avenue that will stop there and to have a stop at Sixth and Ferry, and one at Morgan Boulevard because of all the development that	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.

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		is taking place.		
143	Mayor D.	But we want to make sure that we have platform stops in some of the neighborhoods that are experiencing enormous economic development. One of those neighborhoods happens to be that which is Centerville bordered by the Waterfront South Community, Morgan Village, Liberty Park and also Fairview.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
144	Michelle T.	We have a lot of -- we had two senior buildings, homeowners. And I have a lot of traffic down my street to get to 676 from Morgan Boulevard. A stop at 6th and Ferry would be very convenient.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
145	Marianna E.	So please don't go speeding by just to get the Glassboro people into Cooper Hospital where their work is and get them out again and skip us.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
146	Cynthia S.	In the heart of South Camden there is a need for transportation to stop.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
147	L. W.	And we also need transportation in Centerville area because that's where I'm from. Because we have new housing development being built there.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
149	Clarence B.	It's a deal with three stops; one at Atlantic Avenue which can be a park and ride; another one at Ferry Avenue, which could be a pedestrian line; and then one on Morgan Boulevard where there would be another park and ride which they have already indicated could be both ways.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
150	Ashley C.	And I just wanted to speak from in support of having a stop at Ferry Avenue and the Waterfront South neighborhood of the city.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
151	Joe P.	I'm here to ask for a stop to be put in the Waterfront South area, the growing arts district of the City of Camden, and to put a stop at Ferry Avenue.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
154	Tony D.	because of 676 we have Centerville on one side and we have Waterfront South on the other. We need something to bring them together. And to me there could be nothing better than a transit stop.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
155	Robert B.	I hope that the Ferry Avenue Station does come into play at some point and becomes into reality.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
156	Scott M.	There is some passion calls for additional stop. I think there's a need for maybe one more that I'm seeing further on the line.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
157	Helene P.	We have led an effort of 16 organizations representing Camden City residents, suburban residents, advocates all the way to Trenton and non profit train experts who represent thousands of New Jersians and Pennsylvanians to make our case for at least four light rail stops in Camden on the new Camden-Glassboro Line.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
161	Henry B.	... need a stop at 6th and Ferry.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.

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162	Frank F.	So now the issues in Camden, I was glad to see on the map outside in the other room the proposed stop is at Ferry Avenue rather than previously it was around 7th and Atlantic.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
163	Arnetta M.	Ferry Avenue would be a perfect place for them so that they can make their way there and get on the train and come into a city that they only get to see if someone brings them.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
165	Joanne M.	I wanted to make sure to that we got on record that Gloucester City, want to make sure there is a stop there.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
172	Sarah M.	In addition, Cooper's Ferry definitely supports the movement to add a fourth stop in the waterfront south neighborhood in Camden.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
186	William R.	I'd like to see one station in south Camden, basically the area between, say, Mickle Boulevard and the Gloucester City border. I think that an additional station should be considered at the site of Cornell's Field, on the Deptford/West Deptford border, adjacent to Gateway Boulevard just south of 295. I'd like to see the Glassboro stations located, basically, as proposed on the map, here next to the trident and also in the vicinity of Oakwood Avenue, where the old historic station structure is. Finally, in Pitman this station looks like it's adjacent to Ballard Park. I'd ask the DRPA to check any request to move it.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
189	Stuart M.	I just want to say something about two stations. One is the Gloucester City station, you have that proposed right near Market Street, which is one of the main streets in town. That street is so congested right now.... My business has been there -- twenty years I've been there in Gloucester City, I know it would work better closer to Monmouth Street than Market Street.... The other thing with the Mantua/Pitman station, right now, if you have entrances coming from both Lambs Road and Tylers Mill Road, that would take a lot of congestion off of either road, because if you just have one entrance that would be a lot more difficult.	Station locations	All station locations are preliminary and will be reviewed as part of the EIS. Input from local communities will be sought to refine these station locations.
10	Anonymous	Low ticket prices should be tied into freedom system used on PATCO to Philly... Will local bus schedules be reduced?	Transit Coordination	Fare coordination and transit route coordination will be studied as part of the planning phase of the EIS.
16	John M.	Need to coordinate connecting bus routes with stations. Richwood town center will be up and running and will become a destination point for commuters and Shoppe's. A bus line running along 322 will be required.	Transit Coordination	Transit route coordination will be studied as part of the planning phase of the EIS.

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107	Chris R.	My suggestion is that we restrict the provision of parking to those who truly need it and provide flexible, frequent and free (i.e. incorporated within the PATCO fare) transport to within 200 yards of every home near a local station. Obviously "need", "frequent", "every" and "near" have to be defined along with various other parameters and no doubt will all be the subject of public debate. The "shuttle buses" would comprise buses, mini-vans and taxis and all bus-stops would be provided with protection against inclement weather. The service would need to be flexible and responsive to local demand.	Transit Coordination	Transit route coordination will be studied as part of the planning phase of the EIS.
166	Freedman	I find that the connectivity between the existing light rail system, PATCO, is somewhat lacking in regards to coordinating schedules with the New Jersey Transit buses, as well as efforts to coordinate with the Atlantic City Line. And in the future, what I'd like to see is the ability of not only them in regard to this and PATCO, but the possibility of underwriting connecting shuttles to reduce the number of parking spaces that would be necessary to support this line.	Transit Coordination	Transit route coordination will be studied as part of the planning phase of the EIS.
41	William B.	I would like to ask that room for bikes be made during the design of the trains.	Vehicle design	Preliminary vehicle designs and specifications, including provisions for bicycles, luggage, personal mobility devices, and the like, will be developed as part of the EIS.